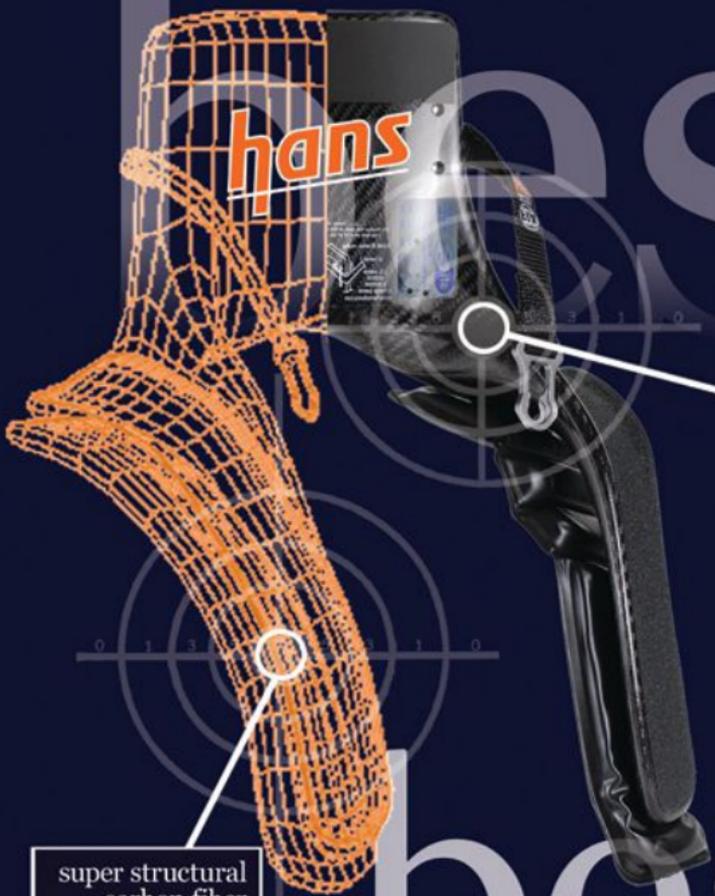




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IHRA SUMMIT PRO-AM TOUR

For 2011, Summit continues its partnership with IHRA on the the Pro-Am tour. Racers in Top Sportsman, Top Dragster, Super Stock, Stock, Quick Rod, Super Rod and Hot Rod will compete for both Pro-Am and World Championships. These drivers make up the backbone of IHRA drag racing with their competitiveness and skill.

Racers may attend up to eight Summit Pro-Am Divisional races and are eligible to win a Divisional Championship. The program is designed to allow drivers to achieve championship status and earn prize money while minimizing travel. Summit Pro-Am Champions in each class will receive \$1,500 and Runners-up will earn \$500 each. Champions will also receive an IHRA Ironman and an IHRA Gold Card. The top 3 in our 7 Pro Am classes in their division earn automatic entry into the Tournament of Champions. All of this is over and above the World Championship Program Points Fund. Summit Pro-Am categories are also contested at select Nitro Jam events, where winners are awarded entry into our Tournament of Champions that will be contested at the World Finals in October 2011.

TOP SPORTSMAN

As the class that spawned Pro Modified, Top Sportsman remains the "baddest" sportsman class on the planet. Covering the spectrum of passenger car body styles and power plants, Top Sportsman racers are not encumbered by displacement limitations or customizing rules, offering some of the most radical visual and mechanical thrills in drag racing.

TOP DRAGSTER

The fastest sportsman category in drag racing, Top Dragster is also renowned as one of the most innovative classes in IHRA. Combining dragsters and altered vintage roadsters, the class presents handicap racing with six second, 225 mph contestants.

SUPER STOCK

As the arena for factory muscle car showdowns for decades, this class spotlights some of the most powerful production vehicles ever built. Cars run on a handicapped start, but each must run under their sub-category's National Index, determined by a power to weight ratio. In addition to traditional Super Stockers, there are also sub-categories for GT entries, front wheel drive conversions, trucks, and Super Stock production entries.

STOCK

This class offers economical racing machines in an incredibly competitive forum, with everything from 130 mph muscle cars to 75 mph family sedans. All demand original production equipment with which the car was marketed to the public. Cars run on a handicapped start, but each must run under their sub-category's National Index, determined by a power to weight ratio.

QUICK ROD

The fastest of the "Rod" categories, Quick Rod offers dragsters, altered, vintage roadsters, coupes, and passenger cars racing with a heads-up start. The objective of the class is to beat an opponent to the finish line without going under the 8.90-second Class Index, or 5.70 in the 1/8th mile.

SUPER ROD

This class features passenger cars and vintage roadsters also competing on an even start. Like Quick Rod, vehicles are permitted virtually any engine modification. Races are run on a 9.90 Class Index, or 6.40 for the 1/8th mile.

HOT ROD

Reserved for full bodied entries competing on 10.90 Class Index or 7.00 in the 1/8th mile. Hot Rod offers a variety of options for competitors looking to get started in index style competition.

SUMMIT TOURNAMENT OF CHAMPIONS



New for 2011, Summit Racing Equipment will be the new sponsor the tournament of champions program. Each Nitro Jam event (and select other events) will become individual tournaments, with the winner of each tournament getting a spot in a select field of racers that will race each other for the world championship at the end of the season. This race, during the World Finals, will crown a national championship as well as the national top 8 in each class. This format provides incredible value for the racers who financially can only afford to attend the Nitro Jam event closest to them. It also provides opportunity for those that can run more than one event, as each Nitro jam event becomes a new opportunity to qualify for the world championship race. If you do poorly at one tournament, the slate is wiped clean and you enter the next tournament with a new opportunity to qualify for the world championship.

To spend today's money on travel demands that each event provide value for competitors. By creating a tournament system, competitors can choose one or multiple events to compete for a world championship without the financial commitment of maximizing claims and having to follow the tour.

With the new tournament system in place, the competitors who live in areas where there is only one Nitro Jam event close to them now have just as good of a shot at competing for a world championship as anyone else. Geography and gas prices will no longer dictate who can participate in the sportsman national world championship program. The goal is to have the event champions from each of the tournament events decide the world championship by racing head-to-head. The tournament system also eliminates the variables in scores based on the size of the event and/or the division it is contested in. A win is finally worth the same amount at every Summit Tournament Of Champions event.

To further expand this tournament format and populate the World Championship race with a true cross section of the best racers from all over North America, there will be additional ways to qualify for the world championship final event.

- 1) All Summit Pro-Am division champions will automatically qualify for the world championship race. Summit Pro Am division champs will earn a first round bye run in the world championship race.
- 2) In each Summit Pro-Am Division, the #2 & #3 points finishers in each class will qualify for the world championship race.
- 3) All IHRA category champions at all the IHRA TOC qualifying events will earn entry into the world championship race.
- 4) the 2010 All Star champions earned their spot at the 2011 World finals

As you can see, this world championship race will consist of a cross section of the best drivers from every tournament in all regions of the US and Canada that IHRA visits. All these tournament winners will meet during the World Finals to battle it out in head to head competition. The world championship will now be decided on the race track and not by where you live or the cost of fuel.

There will be some competitors that have to make a big trip, without question. In the big picture one big trip is by far more economical than the old system of competing for the sportsman world championship.

HOW IT WORKS

1. The competitors in each class can qualify for the World Championship race by winning a Nitro Jam national tournament, a TOC tournament, the Summit Pro Am division championship, finishing 2nd or 3rd in your Summit Pro Am division and by having won the 2010 All Star event.

2. The 1st round ladder will be generated using only the drivers that show up to compete at the World Finals (less any Division Champions - see below). Example: If 28 drivers show up in Hot Rod, then a 28 car ladder will be created. If 32 drivers show up in Super Rod, then their class will run a 32 car ladder.

3. Each class's ladder at the world championship race will be generated via reaction time from the class's final time run prior to the World Championship race. The best reaction time of the pair will get lane choice. Ties will be broken by coin flip.

4. All Summit Pro-Am division champs will earn a 1st round bye run and be inserted into the second round. The 2nd round ladder will be re-generated based on 1st round



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reaction times of the 1st round winners and any 1st round actual bye runs.

5. A competitor may not have more than one spot on the ladder in the same class regardless of how many tournaments they win. For example: John Doe wins the Nitro jam event in US 131 in Stock and a TOC event in Stock. John Doe would only have one spot on the ladder in Stock. The other position will remain open.

6. A competitor MAY qualify for the world championship in a maximum of two different categories but may not drive the same car in two classes during the World Championship race.

a) If a competitor was to win 3 Tournament of Champions events in 3 different classes, then the first 2 Tournament Of Champions events that competitor won would determine the eligibility for the World Championship.

b) If a competitor was to win 2 Tournament Of Champions events in 2 different classes, then went on to win a Division Championship in a 3rd class, the World Championship eligibility would become the class that the Division Championship was won in plus the 1st Tournament Of Champions event class the competitor won.

c) Any Division Championship won would always become the primary class and ladder position the competitor would qualify in.

7. The final national order (World Champion through 8th place) will be determined by head to head racing. The winner of the run-off at the World Finals will be the national champion, the runner up will be #2 nationally; the semi-finalists will be #3 and #4 nationally, etc. #3 through #8 will be determined by the best reaction time when the competitor is eliminated. The end of the year World Championship payout (Champion through 8th place) will be earned by the competitor's finish during the world finals. Ties will be broken by best package.

8. The World Championship race will be contested on a 1/4 mile.

9. The World Championship race in Top Dragster and Top Sportsman will follow the 1/4 mile Nitro Jam or national event format and rules (wing requirement, maximum dial requirement, etc).

Summit "Sportsman" SUPERSERIES

The World Championship for IHRA member track sportsman racers. Summit Racing Equipment, the Official Mail Order Company of IHRA, sponsors a revolutionary three-tiered program for IHRA Sportsman Racers. Providing the base for the Summit SuperSeries are the more than 90 IHRA member tracks in six divisions. The competitors are Sportsman, or ET Bracket Racers, the backbone of grassroots drag racing. The two tiers comprising the Summit Sportsman SuperSeries are the Summit World Championship, Summit Team Finals.



SUMMIT WORLD CHAMPIONSHIP

This program will crown a true Box and No Box Sportsman (ET) World Champion won by racers at participating IHRA tracks in head to head competition each week. Each track will crown a Summit SuperSeries track champion who will then move on to race other track champions at each division's Summit Team Finals at the end of the year. Those drivers that emerge victorious from the Summit Team Finals will meet in Virginia at the IHRA World Finals for the Summit World Championship. The Summit World Championship will consist of the best 8 racers in Box and the best 8 in No Box from across the US and Canada in a race that will determine the Summit World Champions. This event is run during the final rounds and broadcast during the IHRA World Finals TV show.

There is \$200,000 in cash and prizes awarded in the Summit SuperSeries, including a cash award at each participating track. Included in this package is a world championship Ironman, a championship ring, media exposure, recognition at the annual IHRA Awards Ceremony and much more (see DRM Magazine for complete details and payouts).

To take advantage of the Summit SuperSeries program, please see the track manager of your local IHRA track for complete registration details.

2010 Box



Chip Johnson

World Champion

2010 Summit World Champions

BoxChip Johnson, Rockingham Dragway

No BoxChris Hall, Rocky Mountain Raceway



2010 No Box



Chris Hall

World Champion



SUMMIT TEAM FINALS

At the end of the season, each track selects a team of racers from among its top points finalists. These drivers earn the right to represent their home track at the Summit Team Finals. Drivers compete in several performance-based categories, which may include: Top, Modified, Super, Motorcycle, Junior Dragster or other sportsman classes. Racers will eliminate down until a Summit Team Finals Team Champion and individual class champions are crowned. Class winners will receive an IHRA Ironman Trophy and an IHRA Silver Card

2010 Champions

- Division 1 "Patriots"Farmington Dragway
- Division 2 "Heat Wave' East.....Pageland Dragway
- Division 2 "Heat Wave' West.....Mobile Dragway
- Division 3 "North Stars"Pittsburgh raceway Park
- Division 4 "Renegades"San Antonio Raceway
- Division 5 "Thunder"Byron Dragway
- Division 9 "Raiders"Maryland International Raceway

IHRA PRO WORLD CHAMPS

**2010 Top Fuel
World Champion**



Bobby Lagana

**2010 Prosalgia NFC
World Champion**



Steve Nichols

**2010 Pro Fuel
World Champion**



Bill Evans

IHRA SPORTSMAN WORLD CHAMPS

**2010 Top Sportsman
World Champion**



Steve Corker

**2010 Top Dragster
World Champion**



Scott Ball

**2010 Super Stock
World Champion**



Michael Volkman

2010 Stock World Champion



Richard Alford

2010 Quick Rod World Champion



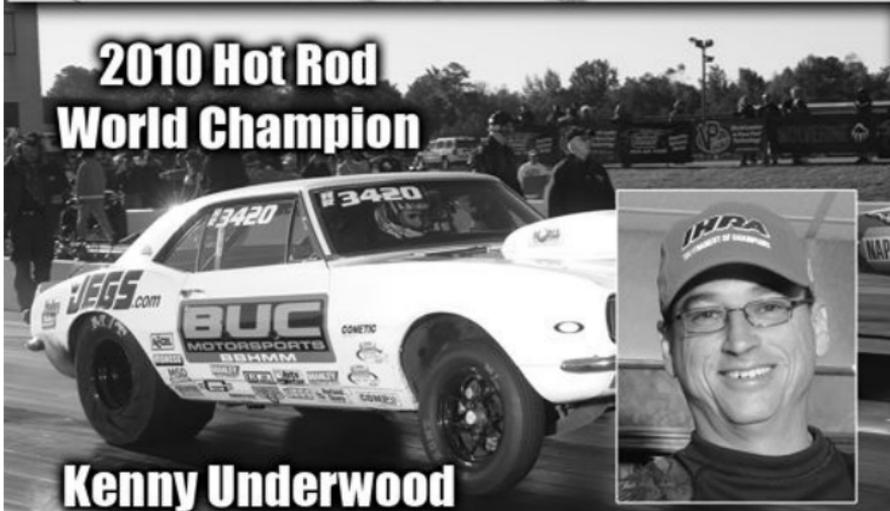
Matt Weston

2010 Super Rod World Champion



Cameron Manuel

2010 Hot Rod World Champion



Kenny Underwood



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

BODY

AIRFOIL: Front positive-locking device to prevent accidental movement required. Side-mounted 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. Ball-lock 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.

CHASSIS

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 IHRA 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 15.3 mandatory. Maximum width of wheels 16".

WHEELIE BAR: Mandatory. Wheels must be nonmetallic.

ENGINE

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 driver's 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,

DRIVELINE

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.

SAFETY EQUIPMENT

All entries must utilize the accepted Electrimation safety shutoff controller.

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. Engine containment possibilities may include: a) The addition of ballistic oil pans with additional material that will cover a large amount of the engine block that will aid the "diaper" in containment. b) More efficient/larger crankcase overflow systems. c) Better coverage area, as well as attachment methods of existing engine containment systems.

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 2000 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.

MISCELLANEOUS

COMPUTER: See General Regulations.

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.



PFD, 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

BODY

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 by IHRA 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.

Electrimation shutoff controller part number SB001AFD mandatory on all entries and must be installed as per manufacturers specifications.

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



PN/FC, preceded by number. Reserved for 1955-1979 American 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

ENGINE

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 in form a seal to the motorplate. Oil absorbant 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.

FUEL SYSTEM: Maximum of 40 gpm pump or pumps. Down nozzles prohibited.

NITROUS OXIDE: Prohibited.

SUPERCHARGER: Restricted to a maximum of 14-71 roots-type supercharger. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Aluminum studs required. Manifold burst panel meeting SFI Spec 23.1 mandatory. Supercharger belt guard mandatory.

Supercharger overdrive combinations:

6-71 (retro / setback combinations) – 20 % *

* if any portion of the unit is beyond the rear motorplate mounting surface on the engine block.

6-71, 8-71 or 14-71 standard – 30 % (retro or setback 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, 1.25 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. Maximum number of discs three, maximum number of fingers six. 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 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, 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's name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.1E. Plating of chassis prohibited; painting permitted. Chassis must be inspected yearly by IHRA and have serialized sticker affixed to frame before participation. Pressurization of framrails 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.

WHEELBASE: 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 beadlock wheels mandatory.

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 1965 to 1979 American-made bodies. Bodies must resemble the original mass-produced make and model. Body must lift off as a one-piece unit.

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 spillplates permitted). Front spoiler limited to overall overhang measurement of 40 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 only (no electronic mags or mag amp boxes allowed). Timing advance or retard functions are prohibited. 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 Nostalgia Funny Car license mandatory. All drivers must be actively involved in our fanfest activities at the 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.

HELMET: Helmet meeting Snell, SA-2000 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.

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.

TOP SPORTSMAN

This class will be a 32 car qualified field at Nitro Jam Events and an All Run field at Pro Am and TOC Events. IHRA Chassis Certification mandatory on all entries. T/S will run on a Dial-In ET system. Maximum dial-in at divisional and TOC events is 8.00 1/4 mile or 5.30 1/8 mile. Maximum dial-in at Nitro Jam events is 7.60. Competitors may dial quicker between rounds, but may dial no slower than .10 beyond the slowest qualified car. 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 2,350 lbs. or 2,450 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

AIRFOILS: A positive locking device must be used to prevent accidental movement. Side mounted canard type units are permitted. No part of airfoils may be within 6" of tires.

BODY: Must be full bodied vehicle (trucks, vans, wagons permitted) with 2 functional doors. Front overhang limited to 43" 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.

CHASSIS

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.

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 .065 cm tubing. See General Regulations fuel tank.

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.

WHEELS/TIRES: Must be automotive type, designed for racing.

ENGINE

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.

INTAKE MANIFOLD: Sheet metal intake manifolds are required to have a burst panel when nitrous oxide is used.

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 onboard 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 turboschargers is permitted. This combination will utilize supercharged weight minimums.

DRIVELINE

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 gear. All entries with pressurized transmissions must have interior sheet metal tunnel isolating drivers compartment from unit. 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.

SAFETY EQUIPMENT

DRIVER RESTRAINT SYSTEM: SFI Spec. 16-1 mandatory within 2 year expiration from date of manufacture. See General Regulations.

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-2000, or newer or SFI 31.1, 31.2, 41.1, 41.2 mandatory. Any supercharged or nitrous assisted vehicle must use a 31.2 or 41.2 full face helmet.

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, if entry does not have a steel firewall. If steel firewall is present, the minimum requirement is the same as all naturally aspirated entries. 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.

MISCELLANEOUS

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.

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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 will be a ladder 32 car qualified field at Nitro Jam Events and an All Run field at Pro-Am and TOC Events. Maximum dial-in at divisional and sportsman national events is 8.00 1/4 mile, and 5.00 1/8 mile. Maximum dial-in at Nitro Jam events is 7.40. Competitors may dial quicker between rounds, but may dial no slower than .10 beyond the slowest qualified car. 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 Altered 1,800 lbs, Naturally aspirated Big Block Altered 1,700 lbs, Supercharged Big-block Dragster 1,800 lbs, NOS Big-block Dragster 1,700 lbs, Naturally aspirated Big-block dragster 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

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BODIES

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. May be converted to center steer. 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.

CHASSIS

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 powder coating is permitted on any SFI rated chassis. See specific SFI Specifications for additional details.

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 to 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.

ENGINE

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: Competitive exhaust systems permitted. Exhaust must be directed out of car body to the rear, 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 turboschargers is permitted. This combination will utilize supercharged weight minimums.

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

DRIVELINE

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.

SAFETY EQUIPMENT

ARM RESTRAINTS: Meeting SFI 3.3 mandatory.

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

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 2000 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.

MISCELLANEOUS

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 both Nitro jam and Divisional events based upon qualifying, beginning in the first round of eliminations.

DESIGNATIONS: 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/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 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 P.....	17.00 or more

Requirements & Specifications

BODY

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.

CHASSIS

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 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. 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. (see TIRES). 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.

ENGINE

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 valvetrain 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 .075 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 $\pm .015$ 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 after market 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. After market 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.

DRIVELINE

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

SAFETY EQUIPMENT

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

HELMET: SN-2000 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: 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.

ROLL BAR, ROLL CAGE: Roll cage required in SS/A & 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.

MISCELLANEOUS

CREDENTIALS: Valid IHRA competition license required.

DELAY DEVICE: Electronic, Pneumatic or mechanical prohibited.

SWITCH / BUTTON: The maximum amount of travel is a typical "3 hundredths" 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/GT

DESIGNATIONS: SS/GTA, SS/GTB, SS/GTC, SS/GTD, SS/GTE, SS/GTF, SS/GTH, SS/GTI, SS/GTJ, SS/GTK, SS/GTL, and SS/GTM, 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. 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. Cars will compete with and have the same class designation as Super Stock classes E through M. 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

CHASSIS

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

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.

DRIVELINE

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.

SAFETY EQUIPMENT

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.

MISCELLANEOUS

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/BA.....10.50 to 11.49

CLASS GT/CA.....11.50 to 12.49

CLASS GT/DA.....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

CHASSIS

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.



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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 AP.....	7.00 to 7.49 lbs. per cubic inch.
Class BP	7.50 to 7.99 lbs. per cubic inch.
Class CP	8.00 to 8.49 lbs. per cubic inch.
Class DP	8.50 to 8.99 lbs. per cubic inch.
Class EP	9.00 to 9.49 lbs. per cubic inch.
Class FP	9.50 to 9.99 lbs. per cubic inch.
Class GP	10.00 to 10.99 lbs. per cubic inch.
Class HP	11.00 to 11.99 lbs. per cubic inch.
Class IP	12.00 to 12.99 lbs. per cubic inch.
Class GP	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

BODY

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.

CHASSIS

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) Mounting requirements for rotor: Five 3/8" 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 or "C'd" 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.

ENGINE

CARBURETORS: American manufactured modular style carburetor mandatory (ie replaceable float bowls, metering block and bodies, etc.) and must be IHRA accepted. 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 .075 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 4 forward speeds. Floor shift conversion kits will be permitted. Modifications to the shifting pattern are permissible. Clutchless transmissions prohibited. 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.

SAFETY EQUIPMENT

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

HELMET: SN-2000 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations

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 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/AM7.50 to 8.49 lbs. per cubic inch.

Class SS/BM8.50 to 9.49 lbs. per cubic inch.

Class SS/CM9.50 to 10.49 lbs. per cubic inch.

Class SS/DM10.50 to 11.49 lbs. per cubic inch.

Class SS/EM11.50 to 12.49 lbs. per cubic inch.

Class SS/FM12.50 to 13.49 lbs. per cubic inch.

Class SS/GM10.50 or more lbs. per cubic inch, for non-supercharged flathead V8, American factory controlled V6, inline 4 and 6 cylinder and straight-eight 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

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 " 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, 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.

CHASSIS

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 (3/4) and tread 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. minimum weight included driver

ENGINE

CYLINDER HEADS: V-8 splayed valve permitted in AM and BM, canted or inline in CM through FM, and any valve configuration in GM with V-6 engine. 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.

DRIVELINE

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.

SAFETY EQUIPMENT

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

HELMET: SN-2000 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

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.

MISCELLANEOUS

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
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. minimum.

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
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.

Requirements & Specifications

BODY

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 of 5" hood scoop (at opening) with one opening permitted. Maximum overall height is limited to 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.

CHASSIS

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 wheelwells permitted. Inner wheelwells 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.

ENGINE

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. Aluminum heads prohibited in C. 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.

DRIVELINE

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: Clutch must be used to shift all gears in manual transmission in a conventional manner. Aftermarket conventional clutch-operated 4-speeds allowed. Clutchless units prohibited. 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.

SAFETY EQUIPMENT

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

HELMET: SN-2000 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

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.

MISCELLANEOUS

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 AC15.00 to 16.49 lbs. per cubic inch, includes rotary engines.
Class BC16.50 or more pounds per cubic inch
Class CC18.50 or more lbs. per cubic inch, American production, front engine.
Class DC15.00 to 17.99 lbs. per cubic inch, 4- or 6-cyl. front wheel drive only.
Class EC18.00 or more lbs. per cubic inch, 4-cyl. front wheel drive only.
Class FCFor 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.

Requirements & Specifications

BODY

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 re-rolled or beaded edges.

FIREWALL: OEM mandatory.

GRILLE: Must be full stock production for body used.

HOOD SCOOPS: 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.

CHASSIS

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.

ENGINE

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

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 conventional clutch-operated type, accepted by IHRA. Must remain in conventional location, determined by engine used. Manual-clutch automatic transmissions permitted. Overdrive, underdrive units and/or clutchless transmissions 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.

SAFETY EQUIPMENT

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

HELMET: SN-2000 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

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.

MISCELLANEOUS

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/AX8.50 to 10.99 lbs. per cubic inch.

Class SS/BX11.00 to 12.49 lbs. per cubic inch.

Class SS/CX12.50 or more lbs. per cubic inch.

Class SS/DX15.00 or more Turbo or OEM Supercharged.

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

Requirements & Specifications

BODY

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, Ranchero, 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.

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. 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.

WINDSHIELD, WINDOWS: Windows may be replaced with clear Plexiglas or Lexan, .125 inches minimum thickness. Windows must be closed during competition.

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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.

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.

WHEEL BARS: Permitted. Nonmetallic wheels mandatory.

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.

ENGINE

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.

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.

DRIVELINE

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. Clutchless transmissions, or 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.

SAFETY EQUIPMENT

DRIVER RESTRAINT SYSTEM: SFI 16.1 mandatory.

HELMET: SN-2000 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

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

PROTECTIVE CLOTHING: drivers jacket meeting SFI 3.2A-5 in AX, BX and DX. 3.2A-1 jacket minimum in SS/CX.

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.

MISCELLANEOUS

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

UPHOLSTERY: OEM exterior appearance must be retained.



The field is qualified and will be paired at both Nitro Jam and Divisional 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

BODY

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 lifters permitted. Lift checked at valve retainer, with zero lash. Hydraulic lifter camshafts will be checked with pushrod and rocker as run, plus solid lifter, at zero lash. Plunger height of checking lifter will match extended height (no preload) of hydraulic lifter. Hydraulic lifter may not be plugged or bottomed. Aftermarket gear drives/belts prohibited. 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 .005-inch or \pm .005 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. 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. 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 de-activate 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 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 .075-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 +/- .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-2000 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

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 published in *DRM Magazine*.

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 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 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, including front and rear seats when so equipped from factory, and factory-type floor mats in place. 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: AA/FI, BB/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. : AA/FIA, BB/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 500 units of each body style determines eligibility.

Stock Fuel Injection Classes:

AA	7.50 to 7.99
BB	8.00 to 8.99
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 AA and BB 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 Trucks

DESIGNATIONS: Twenty classes reserved for factory produced trucks and engine combinations listed in IHRA stock car classification guide. All trucks must be 1980 or newer.

Half-ton or mini trucks only. Four-wheel drive combinations prohibited.

Classes A and B restricted to all-wheel drive; classes C through J restricted to two wheel drive. Class J restricted to 4-cylinder only.

Numbers must be at least 4" high on all 4 windows.

Stock Truck Classes:

A	12.00 to 12.99	F.....	15.00 to 15.99
B.....	13.00 to 13.99	G	16.00 to 17.99
C	12.00 to 12.99	H	18.00 or more
D	13.00 to 13.99	I	20.00 to 21.99
E	14.00 to 14.99	J	22.00 or more

Requirements and specifications are the same as Stock Eliminator with the following exceptions:

BODY: Ground effect packages, bed covers permitted. No camper covers permitted. Trucks must race with tail gate up. Lowering of truck permitted. Truck must retain level attitude with 1/2" at stand still.

BUMPERS: Rear bumpers, guards and braces optional.

CAMSHAFT/LIFTERS: Maximum lift limited to .430" or OEM, which ever is greater.

ENGINE: Limited to .070 inch over stock bore.

WEIGHT: Entries may move up or down one class from natural class.

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 street type 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 to 16.99

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: Aftermarket cams allowed as per horsepower claimed. Must check on or under factory specs for lift, duration, and overlap.

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-2000 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations

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. No recaps. Slicks may be 9 x 29.5 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. May not be altered except for addition of aftermarket shift kit. Aftermarket converters allowed.

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: STOCK 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.

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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 to 12.49
G/CM	9.00 to 9.49		
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.

BRAKES: See Stock Eliminator for specifics.

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 can be aftermarket of Stock type. 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 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.

Nitro Jam and Pro-Am events, are All Run fields.

Pro Start four tenths tree. Qualifying order will be based on the best package. The package will be calculated based on total performance of being closest to a perfect light without going red and closest to set index without going quicker during qualifying. At Nitro Jam events 1st round will be random pairing. Qualifying is for 1st round lane choice only. Winners will be placed on a ladder second round and lane choice will be determined by coin toss or driver agreement. 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: 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

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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.

CHASSIS

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.

FRAME: IHRA Chassis Certification mandatory on all entries. Refer to SFI Specifications and 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.

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.

ENGINE

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 battery and starter.

DRIVELINE

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.

SAFETY EQUIPMENT

ARM RESTRAINTS: Meeting SFI 3.3 mandatory on all open bodied entries.

DRIVER RESTRAINT SYSTEM: Must meet SF1 16.1 within 2 year manufacturers expiration date. See General Regulations.

HELMET: SN-2000 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 cutoff switch must be installed on rear of vehicle and marked "on-off" or push-off.

ROLL CAGE: Mandatory. Dragsters, SFI 2.7 minimum. Altered and Full bodied cars, see General Regulations.

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.

MISCELLANEOUS

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.



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SUPER ROD

All cars shall be qualified and run on a 9.90 elapsed time 1/4 mile and 6.40 elapsed time 1/8 mile.

Nitro Jam and Pro-Am events, are All Run fields.

Pro Start four tenths tree. Qualifying order will be based on the best package. The package will be calculated based on total performance of being closest to a perfect light without going red and closest to set index without going quicker during qualifying. At Nitro Jam Events 1st round will be random pairing. Qualifying is for 1st round lane choice only. Winners will be placed on a ladder second round and lane choice will be determined by coin toss or driver agreement. 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.

Requirements & Specifications

BODY

BODY AND CHASSIS: Must be "full bodied" car or street roadster. Funny cars, altered, 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 are acceptable. Maximum height of hood scoop is 11 inches.

FIREWALL: Mandatory. See General Regulations.

FLOOR: See General Regulations

STREET APPEARANCE: All entries must have a minimum of one (1) taillight that must be functional. All windows and doors must be retained. Doors must be functional. Left hand driver position must be retained.

WINDSHIELD & WINDOWS: Cars must retain all OEM window placement. OEM windows may be replaced with IHRA accepted duplicate designs.

CHASSIS

BALLAST: See General Regulations.

BATTERY: See General Regulations.

BRAKES: Two wheel rear brakes minimum required.

DRIVER: Must remain in stock location (left side). Valid IHRA Competition license required.

FRAME: IHRA chassis certification mandatory if the vehicle exceeds 150 mph 1/4 mile. See General Regulations.

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.

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.

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 1/2 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.

ENGINE

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 battery and starter.

DRIVELINE

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.

SAFETY EQUIPMENT

ARM RESTRAINTS: Meeting SFI 3.3 mandatory on all open bodied entries.

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

HELMET: SN-2000 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 cutoff switch must be installed on rear of vehicle and marked, "push-off".

ROLL CAGE: 6 Point required with padded headrest. See General Regulations.

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. See General Regulations.

MISCELLANEOUS

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.

Nitro Jam and Pro-Am events, are All Run fields.

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. Qualifying order will be based on the best package. The package will be calculated based on total performance of being closest to a perfect light without going red and closest to set index without going quicker during qualifying. At Nitro Jam Events 1st round will be random pairing. Qualifying is for 1st round lane choice only. Winners will be placed on a ladder second round and lane choice will be determined by coin toss or driver agreement. 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 are 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

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.

CHASSIS

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) Valid IHRA Competition license required.

FRAME: IHRA certification mandatory on any vehicle that exceeds 150 mph 1/4 mile.

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.

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.

ENGINES

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.

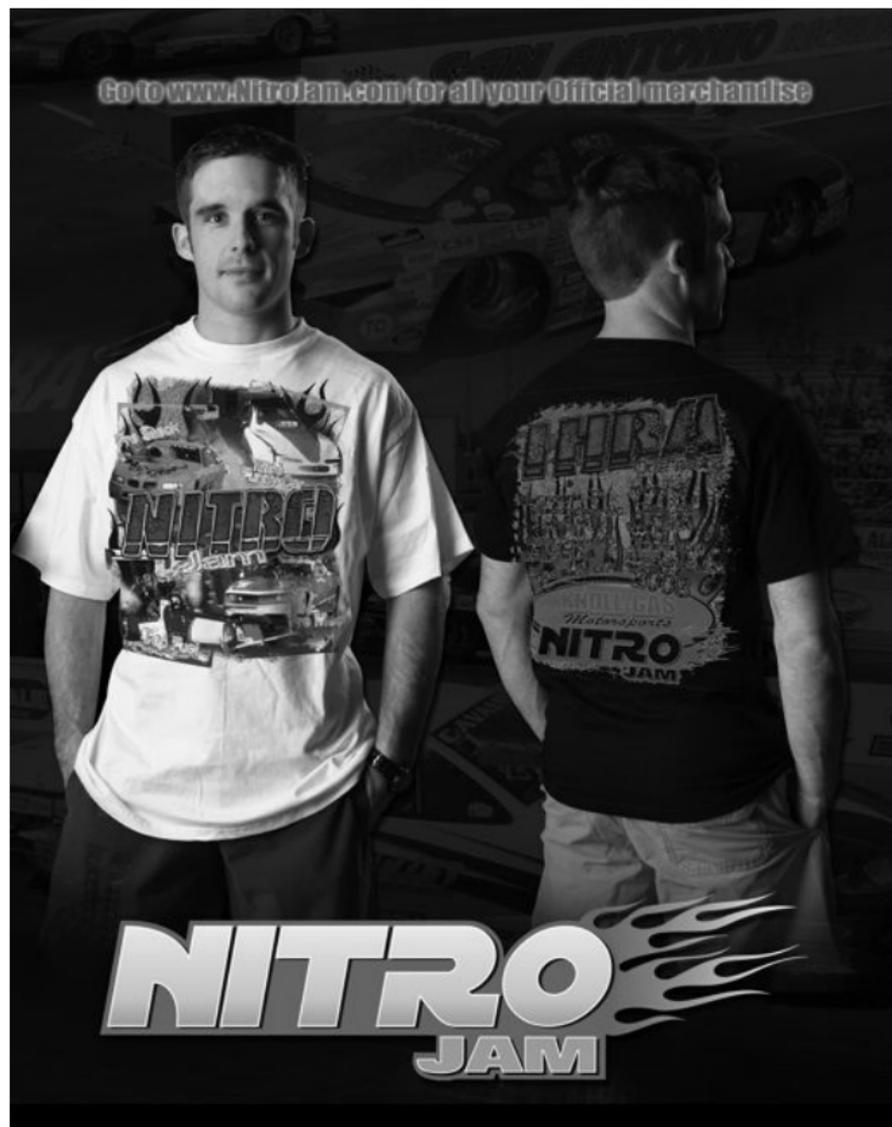
EXHAUST SYSTEM: Competition type exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel system.

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.

DRIVELINE

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. 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. All automatics must be equipped with a neutral safety switch.

SAFETY EQUIPMENT

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

HELMET: SN-2000 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.

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. See General Regulations.

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: Mandatory meeting SFI spec 27.1, if rules mandate roll cage. See General Regulations.

MISCELLANEOUS

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.



SUMMIT "TEAM FINALS" PROGRAM

SUMMIT RACING EQUIPMENT "TEAM FINALS"



In realizing the popularity and rapid growth in the last few years, IHRA, with the help of its many track operators, has formulated a very strong program for E.T. Racers.

How the program works:

1. The country has been divided up into Divisions. At the present time 6 Divisions encompass the main areas of IHRA Racing. This will change as IHRA grows.
2. Each of the 6 Divisions will host a Team Finals event at the end of the racing season.
3. Each IHRA member racetrack will send a team of racers to the Team Finals event in their respective Division. The racers on this team will compete for overall Team Championship Honors as well as Individual Championship Honors and awards.
4. The team of racers from each member track will be determined by a season-long points system. The top points finishers will qualify to be part of the team.
5. At the Team Finals, there will be a Champion crowned in each eliminator bracket.
6. Each entry must be an IHRA member and have an IHRA Competition License in the ET range of the vehicle utilized during Competition.

SUMMIT TEAM FINALS

DIVISIONS AND CLASS STRUCTURE

The competition structure and detailed class parameters will be published in DRM Magazine and posted on ihra.com. For specific information pertaining to the 2011 Summit Team Finals please refer to your track operator or to www.ihra.com.

Division 1 Patriots

Farmington Dragway, Mocksville, NC

Division 2 Heat Wave

West - Montgomery Motorsports Park, Montgomery, AL

East - Carolina Dragway, Jackson, SC

Division 3 North Stars

Pittsburgh Raceway Park, New Alexandria, PA

Division 4 Renegades

Dallas Raceway, Crandall, TX

Division 5 Thunder

US 131 Motorsports Park, Martin, MI

Division 9 Raiders

Rockingham Dragway, Rockingham, NC

Team Finals - All Divisions, General Rules

All drivers must be an IHRA Member and have an IHRA Competition License.

All Cars must be self starting.

Excessive braking may result in disqualification. If only tire smoke is obvious, a warning may be issued the first time, at the IHRA official's discretion.

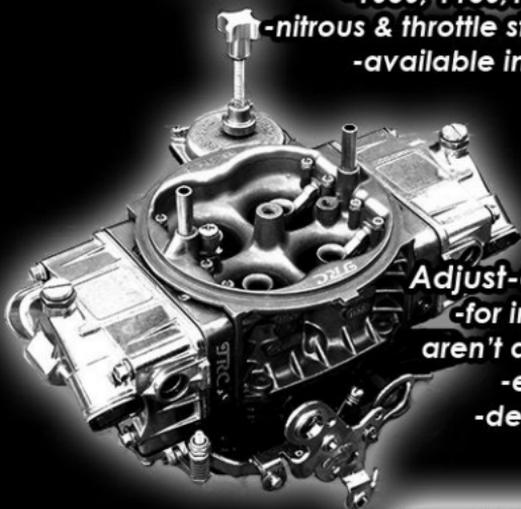
JRC

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Pro-Flow Series Dominators

- 1050, 1150, 1250, or 1350cfm
- nitrous & throttle stop versions available
- available in gas or alcohol



Adjust-a-flow Carburetor

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Team Finals - All Divisions Permanent Numbering System

All entries attending Finals must have permanent numbers. Permanent number may be purchased from your home IHRA sanctioned track.

This Permanent number must contain the 2 letter IHRA code followed by up to 4 digits. (example - US 1001). At the Team Finals, this number is how we keep track of the points each team earns. No other numbers may be displayed on the entry. The class and numbers must be on the left and right side windows, the upper corner (passenger side) of the windshield and also on the back window. The size of the number should be at least 4" tall. Dragsters & Motorcycles must have a number display panel mounted in an obvious position with permanent number displayed and visible from both sides of the vehicle.

Top E.T.Top
Modified E.T.Mod
Super E.T.Sup
Street E.T.ST
Motorcycle E.T.MC
Junior Dragsters ...JD
High SchoolHS

Summit "Sportsman" Safety and General Rules

IN ADDITION TO THE FOLLOWING RULES, REFER TO THE "GENERAL REGULATIONS - ALL CLASS" SECTION IN THIS BOOK FOR ADDITIONAL RULES AND CLARIFICATIONS THAT MAY APPLY TO YOUR COMBINATION.

BATTERY: See General Regulations.

DEFLECTOR PLATE: Required on rear-engine dragsters.

ENGINE: One automotive type with any modifications permitted. Engine may be relocated.

ENGINE CONTAINMENT SYSTEM: (diaper) Mandatory on all supercharged and nitrous oxide assisted vehicles running 7.99 or quicker or 5.00 or quicker 1/8 mile.

ELECTRONICS: Timed ignition interruption devices (stutter boxes) prohibited in all ET bracket categories.

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

FAIRINGS: Front wheel fairings prohibited.

FENDERS: Optional.

FIREWALL: Mandatory.

FLOOR: Mandatory

FRAME: See General Regulations

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

HOOD: Optional. Flash shield over carburetion mandatory.

LIQUID OVERFLOW: Catch-can (catch-tank) required for radiators; 1 pint minimum capacity.

MASTER CUTOFF: See General Regulations.

NITROUS OXIDE: Permitted. See General Regulations.

PINION SUPPORT: Recommended that all rear-engine dragsters incorporate a rear axle pinion housing anti-rotation device of a rigid design. Mandatory on all front-engine dragsters.

STREET EQUIPMENT: One functional tail light required.

SUPERCHARGER: SFI 14.1 restraint mandatory at 9.99 or quicker.

SUSPENSION: Full automotive-type front suspension required. Rigid-mount rear axles permitted. One shock per sprung wheel mandatory.

TIRES: Slicks permitted. Recapped tires prohibited.

WINDSHIELD/WINDOWS: A windscreen is required in place of windshield on open bodied cars. Minimum size of windscreen: 5" x 12". Window openings in all coupes and sedans must maintain a 5" minimum height, measured vertically. Full bodied cars must have windshield.

0 to 9.99 1/4 mile (0 to 6.49 1/8 mile), or a quick qualified field

In addition to the following rules, also see IHRA Summit Sportsman Bracket Safety and General rules.

AXLES: Aftermarket axles and axle retention device mandatory.

BRAKES: Full body cars must have 4 wheel brakes. Cars running 8.49 or quicker 1/4 or 5.49 or quicker 1/8 must have dual stage master cylinder.

DATA RECORDERS: Permitted. See General Regulations.

DRIVE LINE: 1 Driveshaft loop required on all cars running 9.99 or quicker in the quarter mile or 6.49 or quicker in the eighth mile.

DRIVER RESTRAINT SYSTEM: Mandatory meeting SFI 16.1 within 2 year expiration from date of manufacture.

FIRE SYSTEM: Required on all closed body cars 8.49 or quicker 1/4 or 5.49 or quicker 1/8. One nozzle located in drivers compartment in front of feet and one nozzle on engine. Safety pins must be red flagged. On all other closed body entries, a properly secured fire extinguisher is mandatory.

FLEXPLATE AND SHIELD: SFI 29.1 Flexplate and SFI 30.1 Shield are mandatory on entries running 9.99 or quicker 1/4 and 6.49 or quicker 1/8.

FLOOR: Floor on all cars 8.49 or quicker in the quarter mile or 5.49 or quicker in the eighth mile. Floor must be steel on the driver's side and welded to chassis minimum thickness .024. All other places may be .040 aluminium.

HARMONIC BALANCER: SFI 18.1 mandatory.

HELMET: SN- 95 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

LICENSE: See License requirements for specifics.

MASTER CUTOFF: Mandatory. See General Regulations.

PARACHUTE: Mandatory on entries at 150 mph 1/4 or 125 mph 1/8.

PROTECTIVE CLOTHING: On all entries running 9.00 or quicker 1/4 or 6.00 or quicker 1/8 mile, a minimum of an SFI 3.2A-5 Jacket and Pants and a 3.3 neck collar are mandatory. 3.3-1 gloves are mandatory on entries running 8.49 or quicker 1/4 mile or 5.49 1/8 mile. Additionally, 3.3 arm restraints and 3.3-1 gloves are mandatory on all on open bodied entries. A 3.2 A-5 jacket is mandatory on all other configurations.

ROLL CAGE: Roll cage mandatory. All entries running 9.00 or quicker 1/4 mile or 6.00 or quicker 1/8 mile must have a current Chassis Certification. See SFI Specifications and General Regulations.

TRANSMISSION SHIELD: SFI 4.1 mandatory.

10.00 to 11.49 1/4 mile 6.50 to 7.49 1/8 mile

In addition to the following rules, also see IHRA Summit Sportsman Safety and General Rules.

AXLES: Aftermarket axles and axle retention device mandatory on entries running 10.99 and quicker 1/4 mile or 6.99 and quicker 1/8 mile.

BRAKES: Minimum of two rear-wheel hydraulic brakes required. Full body cars must have four wheel brakes. Entries with two wheel brakes require parachute.

DATA RECORDERS: Permitted. See General Regulations.

DRIVELINE: 1 Drive shaft loop mandatory.

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

FIRE EXTINGUISHERS: Properly secured fire extinguisher is required on all closed body cars.

FLYWHEEL/CLUTCH: SFI 6.1. Flywheel shield, mandatory and clutch, pressure plate and flywheel meeting SFI 1.1

FLEX PLATE: SFI 29.1 mandatory if vehicle exceeds 135 mph.

FRAME: See General Regulations.

FUEL SYSTEM: Gasoline, alcohol and propane accepted. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. All batteries, fuel lines, fuel pumps or filler necks located inside trunk must be isolated from the driver's compartment gas lines must be located outside driver's compartment. Fuel tanks not to be higher than top of rear tires. Fuel cell recommended.

HARMONIC BALANCER: SFI 18.1 balancer required on entries running 10.99 and quicker or 6.99 and quicker 1/8 mile.

HELMET: SN 95 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

MASTER CUTOFF: See General Regulations.

PROTECTIVE CLOTHING: Minimum, SFI 3.2A-5 jacket on open bodied entries. Minimum 3.2A-1 jacket on closed body entries. Arm restraints are required on all open bodied cars. Minimum SFI 3.3-1 gloves on open bodied entries.

ROLL CAGE/ROLL BAR: Roll cage is mandatory if entry has an altered floor or firewall, or if vehicle exceeds 135 mph. On all other full bodied applications, a six point roll bar is mandatory. A roll cage is mandatory on all convertibles running 10.99 or quicker 1/4 or 6.99 or quicker 1/8 mile. See General Regulations.

TRANSMISSION SHIELD: SFI 4.1 mandatory on all automatic transmissions equipped entries running 10.99 and quicker 1/4 mile or 6.99 and quicker 1/8 mile.

WHEEL BASE: Minimum: 90" unless car has original engine. Maximum wheel base variation from left to right: 1". Minimum wheel base for dragsters is 125".

11.50 to 13.49 1/4 mile

7.50 to 9.00 1/8 mile

In addition to the following rules, also see IHRA Summit Sportsman Safety and General Rules. Dragsters are prohibited in this section.

BODY: Mandatory.

BRAKES: Required. Minimum of 2 rear wheel brakes required.

DRIVELINE: Driveshaft loop required on any vehicle which uses racing slicks. See General Regulations.

DRIVER: Must be in stock location. Driver's seat may be moved a maximum of 10" rearward.

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

FRONT OVER HANG: No item or equipment may be added to the front which will add to the overall length of the vehicle.

FUEL SYSTEM: Gasoline, alcohol and propane accepted. Tank must be vented to outside of vehicle. Gas line must be located outside driver's compartment.

HELMET: SN 90 or newer mandatory.

HOOD: Mandatory.

MASTER CUTOFF: See General Regulations.

ROLL BAR/ROLL CAGE: A minimum of a 6 point roll bar is mandatory on all convertibles running 11.00 to 13.49 1/4 mile and 8.25 or quicker 1/8 mile. A roll cage is mandatory on any entry that exceeds 135 mph. See General Regulations.

STREET EQUIPMENT: One working tail light required.

TRANSMISSION SHIELD: Automatic: It is recommended that cars with modified automatic transmissions, or converters, have a transmission blanket or shield meeting SFI 4.1.

WHEELBASE: Minimum 90" unless car has original engine and OEM is shorter. Wheelbase variation, left to right 1" maximum.

WINDSHIELD/WINDOWS: Windows may be replaced with 1/8" minimum Lexan. Windshields and windows must be clear except for factory-tinted safety glass. Windows must be closed during competition, need not be operable. Decals permitted on rear quarter window only.

13.50 and slower 1/4 mile

9.00 and slower 1/8 mile

In addition to the following rules, also see IHRA E.T. Bracket Safety and General Rules. Dragsters and Alteredds prohibited in this section.

BODY: Must be full bodied car.

BRAKES: Four-wheel brakes mandatory.

DRIVELINE: Drive shaft loop mandatory on any vehicle using racing slicks. See General Regulations

DRIVER: Must remain in stock location.

ENGINE: Automotive engine only. Must remain in OEM location.

EXHAUST SYSTEM: Headers permitted, must be designed to route exhaust gases away from car. Flex pipe prohibited.

FIREWALL: OEM type mandatory.

FLOOR: Full floor mandatory.

FUEL SYSTEM: One stock location fuel tank maximum. Fuel cells recommended. Top of fuel tank not to be higher than top of tires.

HELMET: SN 90 or newer mandatory on all entries running 13.99 (8.59 1/8th mile) or quicker. Entries running 14.00 (8.60 1/8th mile) & slower, helmet is recommended.

HOOD: Mandatory.

MASTER CUTOFF: See General Regulations.

ROLL BAR: Recommended. See General Regulations.

STEERING: Steering box location optional. Steering must be located in conventional location on driver's side of car.

TRANSMISSION: Any OEM type transmission permitted. Neutral safety switch required.

WHEELBASE: Minimum: 90" unless car has original engine and OEM is shorter. Wheelbase variation left to right: 1" maximum.

WHEELS & TIRES: Must be automotive-type wheels suitable for street use. Racing slicks permitted. Automotive wire wheels or motorcycle wheels prohibited. Minimum wheel size is 13" unless originally equipped with smaller wheels and is using the original engine. Recap tires prohibited.

“Sportsman” Motorcycle

SAFETY REQUIREMENTS

- 1) Front and rear brakes mandatory.
- 2) Chain guards and clutch covers mandatory.
- 3) Engine kill switch attached to Rider on 0 to 10.99 (6.99 1/8th mile) machines.
- 4) Tank mounted fuel shutoff valve on 0 to 9.99 (6.40 1/8th mile) machines.
- 4) A “Snap-Back” throttle on all machines.
- 6) All handlebars must measure at least 10" from the centers of fork clamp, measured horizontally. In no case may the handlebars be mounted below the lower fork clamp on all machines.
- 7) Rigid front forks are not permitted on any machine.
- 8) The rear fender of all entries must cover the full width of the tire used, extend to above the rear axle, and below the rider's sitting position.
- 9) All machines must have properly secured seat, foot pegs, and handle grips.
- 10) Mirrors, windshields, and all protruding brackets must be removed on all machines. Saddle bags must be empty or removed completely on all machines.
- 11) Nitrous Oxide permitted on bikes going 9.99 (6.40 1/8th mile) or quicker only. Overall safety of all machines will be judged by Committee. Any unsafe machine will not be permitted to race. Any machine that exhibits unsafe handling characteristics at any time will be disqualified until the Technical Committee re-admits the entry.

RIDER REQUIREMENTS

- 1) Each participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any IHRA sanctioned event.
- 2) SFI 40.1-1 or 40.1-2 suit or jacket or leathers or accepted kevlar mandatory for all riders. All riders who run 10.99 1/4 or 6.99 1/8 or quicker or run 120 mph or faster must wear a 40.1/2 suit or leathers. Two piece suits may be joined at the waist by a zipper. Leather gloves and boots/shoes extending above the ankle mandatory.
- 3) Helmet: SN-90 or newer, K 98, 2000 or SFI 31.2 or 31.2 mandatory. See General Regulations.
- 4) All competitors running 9.99 or quicker 1/4 mile, or 6.40 or quicker 1/8 mile must have valid IHRA Competition License.

Snowmobile

ENGINE

ENGINE: Must be engine specifically designed and manufactured for production snowmobile use. Engine modifications permitted maximum displacement not to exceed 1,000 cc's. Automobile, motorcycle, aircraft or marine engines prohibited.

EXHAUST: Any functional silenced exhaust permitted. Exhaust system emission pipe must not protrude more than 3" beyond the chassis or hood.

FUEL: Gasoline or racing gasoline only. Nitrous oxide permitted: see General Regulations. Nitromethane prohibited.

SUPERCHARGER/TURBOCHARGERS: Permitted.

DRIVE TRAIN

CLUTCH: Clutch must be specifically designed and manufactured for snowmobile use.

Chains, pulleys, belts and exposed moving parts must be isolated from the driver and other competitors by a securely mounted shield(s), capable of retaining all accidental explosions and allowance impacts. No holes may be drilled in protective shields.

OEM clutch covers/guards are permitted only when the unmodified engine (or unmodified factory designated replacement) used.

Modified engines require a clutch cover/guard which provides 360 degrees elliptical coverage in the direction of clutch/belt travel. The cover/guard must be minimum .090" 2024T3, 6061T6, 7075T6 aluminum or .060" steel and be covered by secured fastened, 6" wide, industrial type belt. Belting material must be minimum .125" 2024T3, 6061T6, 7075T6 aluminum or minimum .090" steel are exempt from the belting covered requirement. Snowmobiles with bolted/removable side panel may bolt clutch cover/guard to side panels. Clutch cover/guard must be separate from the cowl.

DRIVE TRACK: Track must be a flat type configuration. Paddles, studs and spikes prohibited. All snowmobiles 9.99 seconds or quicker must have a track specifically designed for use on all asphalt surfaces. Track lubrication systems prohibited. Trimming of the track prohibited. Track must be free of visible signs of excessive wear. Serial numbers on all asphalt rubber tracks must appear on the left side.

SKIS AND WHEELS: All drive and steering wheels must be of a rubber type, specifically designed for snowmobile use on a dry surface, and installed so as to keep skis from coming in contact with track surface. All skis must be OEM steel, or aftermarket aluminum or steel. The minimum distance between each ski is 9.5 inches.

BRAKES AND SUSPENSION

BRAKES: Must be OEM type. Any additional assembly must be added onto the drive axle shaft. Axle shaft may be lengthened to accommodate the additional brake.

SUSPENSION: All snowmobiles must have a minimum 1" of travel in the track suspension. Only steel springs will be permitted. Externally activated suspension systems prohibited. Minimum of 4 bogie wheels must be utilized on each side of the rear suspension to prohibit the slide rails from coming into contact with rubber track surface. Use of any external slide rail lubrication system prohibited.

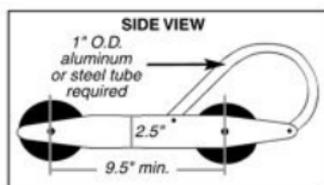
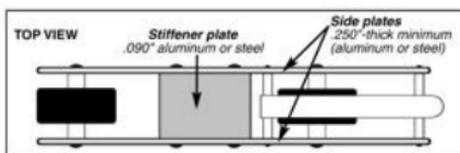
CHASSIS

AIR DAMS OR FINS: All dams may not extend beyond the confines of the body and must maintain 3 inches of ground clearance. Fins or any other forward protrusions are prohibited.

CHASSIS: Any modifications which alter the stock appearance of the tunnel are prohibited.

FUEL TANK: Fuel cell permitted. See General Regulations. Oil injection tank used as fuel tank prohibited., Pressurized fuel tank prohibited.

SNOWFLAP: All snowmobiles must be equipped with a rear snowflap, fastened to the tunnel in a manner that prohibits the snowflap from being drawn into the rear tunnel enclosure (a simple "W" shaped bracket fixed to the upper portion of the rear tunnel stops this.)



ELECTRICAL

MASTER SHUTOFF: Must be equipped with a positive ignition cutoff switch, capable of de-energizing entire ignition system, attached to rider with a lanyard.

TAILLIGHT: Functional taillight mandatory.

SAFETY EQUIPMENT

HELMET: Full face helmet meeting SN 90 or SFI 31.2 or 41.2 mandatory. See General Regulations.

PROTECTIVE CLOTHING: Full all leathers or SFI Spec 40.1/2 suit mandatory on snowmobiles running 120 mph or faster. Two-piece suits must be joined together at waist with a zipper. Jacket and pants or suit meeting SFI Spec 40.1/1 or 40.1/2, leather boots/shoes above the ankle and leather gloves mandatory.

RIDER REQUIREMENTS

- 1) Each participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any IHRA sanctioned event.
 - 2) SFI 40.1 -1 or 40.1 -2 suit or jacket or leathers mandatory for all riders. All riders who run 10.99 1/4 or 6.99 1/8 or quicker or run 120 mph or faster must wear a 40.1/2 suit or leathers. Two piece suits may be joined at the waist by a zipper. Leather gloves and boots/shoes extending above the ankle mandatory.
 - 3) Helmet: SN 90 or newer, K 98, 2000 or SFI 31.2 or 41.2 mandatory. See General Regulations.
 - 4) All competitors running 9.99 or quicker 1/4 mile, or 6.40 or quicker 1/8 mile must have valid IHRA Competition License.
-

ATV

SAFETY REQUIREMENTS

BRAKES: Front and rear Mandatory.

CHAIN GUARD: Mandatory.

CLUTCH COVER: Mandatory.

IGNITION: Functional "kill" switch Mandatory.

THROTTLE: All throttles must incorporate a "snap back" response action.

TIRES: All vehicles must utilize "smooth" roadway type tires. Dirt type prohibited. In addition to the above, all vehicles must have a properly secured seat, foot pegs and handle grips.

RIDER REQUIREMENTS

HELMET: SN-90 or newer mandatory.

PROTECTIVE CLOTHING: Leather or Kevlar jacket mandatory. Leather or denim pants mandatory. Leather gloves and above the ankle boots mandatory.

LICENSE: Valid State drivers license mandatory. IHRA competition license mandatory if the entry runs 6.40 or quicker in the 1/8 mile.

Each participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any IHRA sanctioned event.

GENERAL REQUIREMENTS

NITROUS OXIDE: Prohibited.

WHEELIE BARS: May not exceed the wheelbase of the vehicle.

STARTING: All vehicles must utilize OEM starters.

COMPETITION: Competition is limited to 1/8 mile. 1/4 mile passes are prohibited. The class is restricted to 4 wheel ATV's Motorcycles and Snowmobiles. Competition with full size vehicles is prohibited. All entries must be clean and free of excessive dirt prior to competition.

SPECIAL VEHICLES

SEMI-TRUCK GUIDELINES

All competitors must have a current CDL (Commercial Drivers License) for the type of vehicle used in competition.

All entries must have a clean DOT inspection record.

All OEM or OEM replacement safety equipment must be functional.

Combination vehicles prohibited.

All vehicles must be thoroughly cleaned prior to competition.

All entries must pass a primary and secondary brake check prior to competition.

Seat belts mandatory on all entries.

Consult General Regulations for additional requirements based upon elapsed times in the ET Bracket section. Each participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any IHRA sanctioned event.

PIT BIKE COMPETITION

Competition is restricted to 1/8 mile.

All contestants must sign waiver prior to competition.

SN-90 or newer helmet mandatory.

Contestants must be at least 16 years old. If a minor is going to compete, the minor release form must be completed by legal guardian prior to competition.

Golf Cart competition is permitted as a segment and a separate class in pit bike competition. Competition between pit bikes and golf carts is prohibited. If cart exceeds 20 mph a minimum of a SN-90 helmet is mandatory. Co-riders prohibited.

Teen Championship Racing (TCR)

IHRA has developed a new program for our racers of tomorrow. TCR allows youth ages 13 to 17 the opportunity to race against their peers in full-bodied street vehicles, with no need to buy a special vehicle. A Co-Driver accompanies the TCR on all runs to act as a coach and to join in the fun. The TCR program is an inexpensive way for families to get involved in drag racing and another chance for parents to cultivate a close working relationship with their children.

TCR participants receive an IHRA Rule Book, a year subscription to *DRM magazine*, and excess medical coverage good at IHRA Member Tracks at IHRA-sanctioned events.

All races are conducted over a distance of 1/8 mile with an ET dial-in format, limited to 10.00 seconds and slower. TCR drivers may not compete in any other class except Jr. Dragster.

IHRA Member Tracks must apply to be eligible to contest the program. Not every track may qualify.

Requirements & Specifications

CO-DRIVER

The Co-Driver must be the driver's parent, legal guardian, or adult 25 years of age or older, with a valid State driver's license. The Co-Driver must be seated in the passenger seat of the vehicle any time the Driver is in the driver's seat. Co-Driver must drive the vehicle in the pits, into the staging lanes, and on the return road past the timeslip booth.

DRIVER

Youth ages 13 to 17 (up until they have achieved a State driver's license) may be licensed to compete in TCR. All runs must be made with an approved Co-Driver. (see above) A photocopy of every competitor's birth certificate must accompany all license applications.

LICENSE: All competitors must be licensed by an IHRA Track Official. The licensing procedure includes Vehicle Orientation, a Basic Driving Test, and a minimum of six approved runs, as follows. An Official or Co-Driver must be in the vehicle at all times.

To satisfy Vehicle Orientation requirements, Licensee must demonstrate familiarity with all of the vehicle's primary controls such as pedals, steering, shifter, lights, etc. Drivers must perform this orientation test for each vehicle entered in competition. Licensee must complete a Basic Driving Test, demonstrating the ability to start the vehicle, select gears, turn, brake, and stop proficiently.

The Official will make one run with the Licensee as a passenger. This will allow the Official to determine the safety and eligibility of the vehicle per Elapsed Time limits, and orient the Licensee to track fixtures, starting line, timing system, return road, timeslip booth, etc.

The Licensee must make a minimum of three (3) approved runs with the Official as co-driver. The Licensee must then make a minimum of three (3) approved runs with the assigned Co-Driver, witnessed by the Official. If passed, the Official and Co-Driver sign the driver's license.

Officials will deny a license to a driver they feel cannot handle the vehicle. Driver may only drive vehicle from the staging lanes, on the track, and on the return road as far as the timeslip booth. The Co-Driver must drive the vehicle at all other times.

SAFETY EQUIPMENT

SEAT BELTS: Mandatory for both driver and Co-Driver.

VEHICLE

Must be full-bodied car, truck, van, or SUV. Convertibles, Jeeps, motorcycles and race cars prohibited. Vehicle must pass IHRA and State safety inspection. Vehicle must be licensed. Mufflers and street tires mandatory. Electronics prohibited.

IHRA Jr. Dragster

The Junior Dragster program is designed to allow youth, as young as 8 years of age and up to 17, the opportunity to race against their peers in near replicas of the models that the Pros drive. Juniors may compete through the calendar year of their 18th birthday, provided they turn 18 before July 1 of the current year. IHRA Junior Dragsters are restricted to competition in half-scale cars over a distance of 1/8 mile. The competition structure is designed to be conducted on an ET dial-your-own format, or a preset index on a heads-up breakout basis (much like IHRA's Quick Rod class). Functional tail light mandatory on all entries. A photocopy of every competitor's birth certificate must accompany all new license applications. Competitors must make 6 passes to obtain or upgrade IHRA license. (2 launches, 2 half track and 2 full passes within ET range for respective license).

CLASS DESIGNATIONS

BEGINNER: Age 8 or 9 only; ET restricted to 12.90 seconds or slower based on either ET dial-your-own or heads-up basis. Breakout rules apply. One warning will be issued if a competitor runs quicker than 12.70. If the competitor does this a second time at the same event, they will be disqualified from the event. Any competitor running quicker than 12.50 at any time will be disqualified for the remainder of the event.

ADVANCED: Age 10 to 17; modified engines meeting IHRA rules accepted. Class based on either dial-your-own ET or heads-up Pro start. ET restricted to 8.90 or slower. Breakout rules apply. One warning will be issued if a competitor runs quicker than 8.70. If a competitor runs quicker than 8.70 a second time, at the same event, they will be disqualified from the event. Any competitor running quicker than 8.50 any time will be disqualified for the remainder of the event.

MASTER: Age 12 to 17; must meet all requirements for Advanced, PLUS: minimum 1 full licensed competition season mandatory; the competitor must provide documentation of experience and submit it with all license applications, licensing by IHRA or Track official after 3 approved runs between 7.90 and 8.90; Rack & pinion steering, and steel brake lines are mandatory.

ET 7.90 or slower; maximum speed of 85 mph: One warning will be issued if a competitor runs an elapsed time of 7.70 or quicker or 85 mph or faster. If a competitor does this a second time at the same event they will be disqualified from the event. If a competitor runs 7.50 or quicker they will be disqualified for the remainder of the event and their license will be suspended for 6 months from the date of the infraction.

Due to the radical combinations available for the class additional safety requirements may be mandated if deemed necessary by the technical department.

*Deep staging not permitted in any index class at any IHRA event. 12.90 index is limited to only 8 and 9 year old competitors.

Requirements & Specifications

BODY

BODY: Body and cowl must be structured of aluminum or fiberglass and extend forward to firewall. Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface. Front overhang cannot exceed 15", measured from centerline of front spindle to most forward point of car. Body panels must be removable-fastened to tabs welded to frame. Drilling of frame for mounting body prohibited.

FUNNY CARS are acceptable providing design has been approved by the IHRA technical department prior to competition. Additional safety requirements may be imposed based on design characteristics. Contact the IHRA Technical department for specific details. Maximum Front over hang 25", Minimum height (roof) 35", Maximum Height (roof) 40", Minimum Roof hatch opening 15" x 10".

BURNOUTS

Vehicles cannot be held in place or touched by a parent or crewmember during the burnout. Vehicles are not permitted to burnout past the starting line.

DIAL-INS

The driver and crew are responsible for the accuracy of their dial-in. Dial-ins must be within class and performance limits. Any dial-in below allowable limits will have to be changed to an allowable dial-in before staging.

Dial-ins, and Competition Numbers must be at least 4" tall and clearly posted on both sides of the car, and visible from the control tower.

DRIVER

The driver must remain in the confines of the roll cage at all times and safety equipment may not be removed until the vehicle has come to a complete stop off the racing surface.

ARM RESTRAINTS: Mandatory. Must be worn and adjusted in such a manner that driver's hands and/or arms cannot be extended outside of roll cage and/or frame rails. Arm restraint shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

CREDENTIALS: Valid IHRA Competition Certificate and IHRA Jr. Membership mandatory.

HELMET: Helmet meeting SNELL 90, 95 or newer or K-98, SFI 31.1, 31.2, or 24.1 mandatory. Either a full face helmet, shield or goggles mandatory. SFI Spec 31.1 = SNELL SA, open-face helmet Spec 31.2 = SNELL SA full-face helmet SFI Spec 41.1 = SNELL M, open-face helmet SFI Spec 41.2 = SNELL M full-face helmet.

NECK COLLAR: Mandatory.

PROTECTIVE CLOTHING: All drivers are required to wear a jacket meeting SFI Spec 3.2A-1 as well as full-length pants, shoes, socks and gloves. The use of nylon or flannel pants is prohibited. Competitors running 8.89 or quicker must utilize a minimum of 3.2A-1 pants and a full face helmet in addition to the above requirements. See class requirements for additional details..

RESTRAINT SYSTEM: SFI 16.1 certified Five-point minimum, 1 3/4" wide minimum driver restraint system mandatory. All seat belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other. Only those units that release all five attachment points in one motion permitted. When arm restraints are worn with a restraint system that utilizes a "latch lever", a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. All harness sections must be mounted to the frame cross member, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Wrapping of belts around frame rail prohibited. Under no circumstances are bolts to be inserted through belt webbing permitted for mounting.

DRIVETRAIN

CHAIN/BELT GUARD: All cars must be equipped with a guard to cover the width and at least the top run to the center line of the sprocket of any chains or belts. Guards must be minimum .060" steel, or .125" aluminum, and must be securely mounted; no tie wraps. Moving engine/drivetrain parts must be protected by frame rails or steel or aluminum guards to avoid unintentional contact.

CLUTCH: All cars must be equipped with a dry centrifugal-type engine clutch. Chain or belt drive only. Axle clutches prohibited.

FLYWHEEL: Aftermarket billet flywheel mandatory unless OEM type carburetor is used. Cast aluminium flywheel prohibited. Modification to stock units other than keyway modifications is prohibited.

TRANSMISSION: Gear-type prohibited. Torque converter belt assembly units allowed.

BRAKES & SUSPENSION: Two-wheel hydraulic steel drum or disc brakes, or IHRA accepted mechanical brakes mandatory. Steel brake lines mandatory on 8.89 or quicker. No part of lines may run below bottom frame rails. Drilling of brake components prohibited. Live axle may have brakes on one wheel only if 7" minimum go-cart disc brake is used.

ELECTRICAL

IGNITION SHUTOFF: A positive ignition shutoff switch, within easy reach of the driver, mandatory. A second shutoff switch on the center top portion of the deflector plate within easy reach of the crew or race official mandatory. All entries must have a mechanical shutoff switch to ground the spark plug located within easy reach of the driver. FC additional switch must be on the upper rear drivers side of the vehicle labeled as to function.

TAIL LIGHT: Functional tail light mandatory. It must be visible from the rear of the car.

ENGINE

ENGINE: All vehicles restricted to a maximum of one, rear-mounted, five horsepower based, four-cycle engine. Porting, polishing and relieving of block is permitted. Welding to intake port is permitted. Machining of deck surface permitted. Adding material to deck surface in any matter will be prohibited. All components must be completely isolated from the drivers compartment. This includes fuel system. Accepted aftermarket engines: Metro Racing flathead, McGee Racing flathead, Tecumseh flathead, Pure Power Racing flathead, LPW Racing Products, JR Race Car flathead, Huddleston Performance flathead and R&S Machine flathead Monster Racing, SR 71 Racing, Soltz Racing and M-1 machine block.

CAMSHAFT: Any camshaft permitted. Any valve spring permitted. No overhead cams permitted. Any size valves permitted.

CARBURETOR: Any means to pass fuel or air to the engine other than normally aspirated carburetor is prohibited. Auxiliary vacuum fuel pump allowed. Pressurized and/or fuel injection systems prohibited. Electric fuel pumps prohibited.

CYLINDER HEAD: Aftermarket units permitted. No overhead valve head permitted.

FUEL: Gasoline or alcohol only. Nitrous oxide and/or nitromethane and/or propylene oxide prohibited in all classes. Fuel tank must be behind driver's compartment, below the shoulder hoop of roll cage and securely mounted within frame rails. Maximum capacity of one gallon, must have screw-on or positive locking cap. All vents must be routed downward, away from driver and extend beyond the bottom of the fuel cell. No vented fuel caps permitted, except on Briggs & Stratton or Tecumseh stock tanks.

IGNITION SYSTEM: Magneto or battery ignition systems permitted. Maximum one spark plug. MSD Ignition # 41510, 41500, and 42231 are the only accepted units. If the system has a low side rpm limiter it must be set to 0. Accepted coils: MSD 4291, 8232, and Master Blaster 2 and 3. Any alterations or additions to the systems are prohibited.

OIL SYSTEM: Oil additives for the intent of producing power prohibited.

STARTER: Pull rope or remote electric starters mandatory. Any driver activated/operated starting system prohibited.

SUPERCHARGER-TURBO CHARGER-NITROUS OXIDE: Prohibited.

THROTTLE: All vehicles must be equipped with a positive throttle return spring which shall close throttle when released. Throttle control must be operated manually by driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect operation of the throttle. Throttle stops, other than mechanical (i.e. a positive stop under throttle pedal) prohibited. Must be mounted securely (wire ties prohibited).

FRAME

BALLAST: Must be secured to frame with a minimum of one 3/8 bolt per 5 pounds. Hose clamps / ties wraps/ etc may not be used to attach ballast to the entry. No ballast may be installed on the vehicle higher than the top of the rear tires.

CATCH CANS: and lines must be securely fastened.

DEFLECTOR PLATE: A deflector plate of a minimum 1/16" aluminium must be installed between roll cage and engine extending from lower frame rail to the top and width of driver's helmet. Carbon fiber prohibited.

GROUND CLEARANCE: Minimum three (3) inches front of car to 12 inches behind centerline of front axle. (2) inches for remainder of car.

ROLL CAGE: Mandatory five-point roll cage. Upper frame rails-minimum 1 1/8" diameter by .083. Diagonals-minimum 3/4" by .083". Uprights in driver's compartment must be spaced 20" or less. Must conform to standard dragster configuration as outlined else where in this guide. Mild steel chassis prohibited in the Master classification. Note: cm may be used in place of .083 ms.

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

STEERING: All components must have a positive through-bolt or welded connection. All rod ends must be of aircraft quality or better, and they must have a bolt through with lock nut or drilled and cotter keyed. Steering must also have washers on bolts to keep rod ends from pulling through. Minimum spindle diameter is 1/2".

WHEELBASE: Dragsters Minimum 90". Maximum 150" on long side. Maximum 2" wheel base variations from left to right. Funny Cars 70" to 95", Roadsters 65" to 95, (2" variation maximum).

INTERIOR

SEAT: Properly braced and supported seat constructed of aluminium or fiberglass mandatory,

UPHOLSTERY: Optional.

RESTARTS

After initial start-up, one chance will be given to restart the car within a reasonable time at the starter's discretion. The crew person should keep the starter close by in case its needed.

Push starting any vehicle is prohibited.

STAGING

Once an entry reaches the front of the staging lanes for a run, it must be prepared to fire and race. In order to be a legitimate race winner, the competitor must start and self stage the vehicle under applied power. This rule also applies to single runs. All competitors will be given reasonable time to re-fire their entry, provided it is not pre-staged. The amount of reasonable time is determined by the starter. Crew members are prohibited from touching the vehicle after it is pre-staged.

Crew members touching the vehicle once it is pre-staged will be disqualified.

STAGING: "Auto Start" will be used in all classes at all IHRA events. Once both cars are pre-staged and the first car fully stages, the second car has a predetermined amount of time (15 seconds) to stage before the tree is automatically activated. This predetermined amount of time is referred to as "Time Out". If the second car fails to stage before the system "Times Out", it will be given a red light. If either car rolls deep after "Auto Start" has been activated, the competitor accepts the deep staging and will not be pulled back.

"Courtesy Staging" is mandatory at all Junior events in all categories. If a competitor unintentionally lights both bulbs before the opponent stages, the starter will pull the vehicle back and allow to re-stage. This is considered a "pull back" and will only be permitted one time. The starter has full control and is the only one who may pull back car whether it is pre-staged, staged or overstaged.

DEEP STAGING: Is allowed but not guaranteed. The auto start system will be activated when both cars are pre-staged, so if you are staging deep you should do it in a timely fashion.

Crew member may assist the entry in the pre-staging of the vehicle. Once the entry is pre-staged, crew members must be behind the vehicle and out of both competitors view.

Pull Backs in the case of over staging are permitted one time if time permits. If the auto start system cycles during the pull back, the run will stand.

THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGE TO STAGE.

SUPPORT GROUP

COMMUNICATIONS: 2-way communication of any kind is prohibited. The use of any handheld portable device such as an MP3 players or ipod is also prohibited on race track or any time the competitor is seated in the vehicle.

COMPUTERS: Prohibited. See General Regulations for specific information.

DELAY BOXES: Prohibited.

DATA RECORDERS: Permitted. May be utilized to record engine RPM, cylinder head and exhaust temperature. No sensor of any type may be used on the front wheels or spindles. All data recorders and related components including switches, push buttons and wires must be located outside of the drivers compartment and isolated from the drivers view. Data recorders may only be activated by a crew member and must be done before the entry Pre Stages. The units may not display any information to the driver or remote location. A tachometer that incorporates download capabilities is classified as a data recorder. (See General Regulations: Data Recorders/Electronic Devices for specific information.)

GAUGES: Engine and Cylinder head temperature gauges are permitted. A tachometer meeting specific guidelines is also permitted. (See General Regulations: Data Recorders/Electronic Devices for specific information).

STAGING DEVICES: Mechanical, hydraulic, electric or pneumatic staging systems prohibited.





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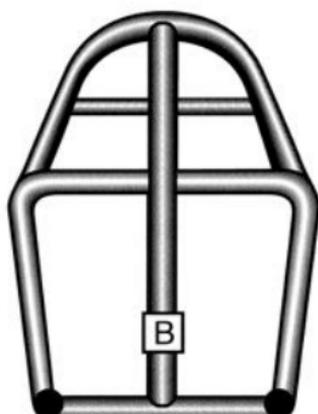


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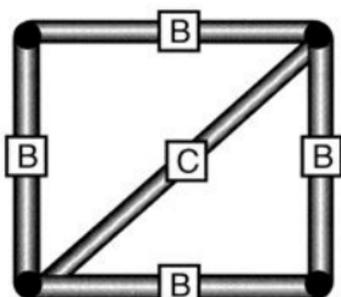
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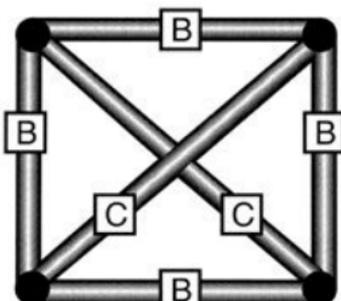
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A	1 1/8	.058	.083
B	7/8	.058	.083
C	3/4	.058	.083
CM=CHROMOLY			
MS=MILD STEEL			



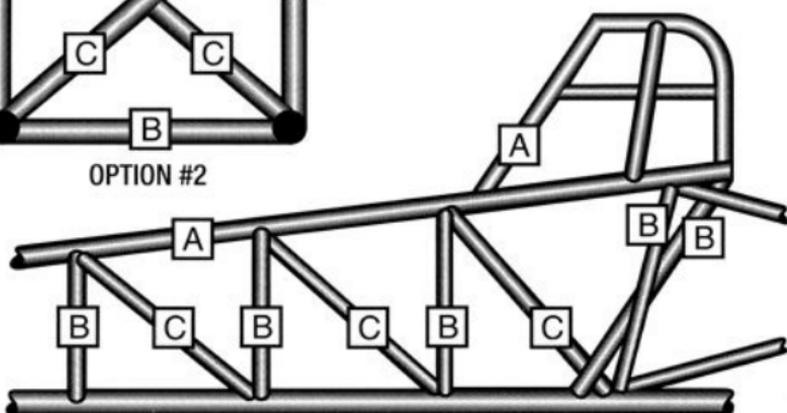
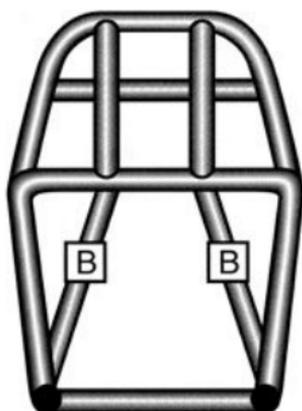
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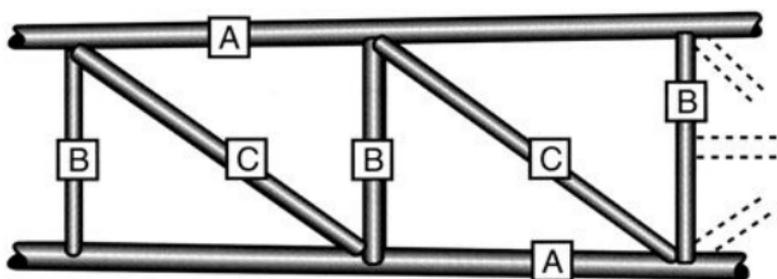
OPTION #1



OPTION #2



| 20" Max. | 20" Max. | 20" Max. |



BOTTOM VIEW

TIRES & WHEELS

TIRES: Rear tires; 18" diameter x 7 1/2" wide minimum, measured at widest or tallest point. All front tires must have a manufacturer's maximum inflation rating. Tires may not be inflated above manufacturer's rating. All tires must be pneumatic. No solid tires. Treatment of tires in the lanes, burnout area or starting line is not permitted and tire covers must be removed prior to leaving the head of staging area.

WHEELS: Front wheels, five-inch diameter minimum with a minimum spindle diameter of 1/2". Front spindle must be able to retain a cotter pin, or use a nylon locking-type nut. Rear wheels, eight-inch diameter minimum. No modifications allowed to any wheels.

TOWING

Tow vehicles in the form of golf cart, three or four-wheel support vehicle is mandatory. Full-size tow vehicles prohibited. Driving of Jr. Drag Racing vehicle through pits is prohibited. Tow vehicle to be operated "ONLY" by an adult or street-licensed individual. Any time a Jr. Drag Racing vehicle is being towed, the driver must be seated in the cockpit. No passengers. The tow strap may not be attached to any point of the roll cage. It is recommended that all entries utilize a fluorescent or brightly colored flag attached to the entry any time the vehicle is being towed. Minimum height of flag is five feet.

WARM-UPS

Any time a car is started, whether in the pits or in the staging lanes, a qualified driver must be seated in the vehicle.

MATCH RACE EXHIBITION VEHICLES

Although vehicles in this division don't necessarily compete in a specific IHRA class, they must comply with all basic safety regulations for their respective type vehicle as per the IHRA Rulebook and its supplements. A valid IHRA Competition license and or registration is mandatory. Chassis inspection mandatory on 9.00 and quicker (6.00 and quicker 1/8 mile). Contact IHRA Tech Department for the supplement to this rule book that outlines the specific requirements and specifications for the exhibition program. Additional information is available on the competition page of ihra.com. All vehicle designs and drivers credentials must be accepted prior to participation at any ihra sanctioned facility. Contact the ihra competition department for a detailed list of accepted participants and current vehicle types in addition to the program supplement.

ROCKETS: Prohibited.

TWO AND THREE-SEAT DRAGSTER

Designed for carrying a passenger, in exhibition only. May not be entered in competition while carrying a passenger. Runs are limited to 1/8 mile, 120 mph or 5.00 seconds. Driver and passenger must wear SN-95 or newer helmet, SFI 3.3 neck collar, SFI 3.3/5 gloves, SFI 3.3 arm restraints, SFI 3.2A/5 driver's suit. Passenger must be 18 years or older. Driver and car must meet all requirements of IHRA for its class.

Wheelstander

All Vehicles must be inspected and approved by the IHRA COMPETITION DEPARTMENT prior to competition. The driver must have a current IHRA competition license for his/her chosen vehicle. Any additional safety items that the Tech Director or Tech Committee deems necessary will be required. Contact IHRA for specific requirements.

Nitro Powered Vehicle

Reserved for Nitro powered Funny Cars and Alterseds.

DESIGNATION: AA/FC, AF, or BFA preceded by car number.

REQUIREMENTS AND SPECIFICATIONS: Valid IHRA Competition license and chassis inspection. Contact IHRA National Tech Director for specific requirements.

Jet Powered Vehicle

GENERAL REQUIREMENTS: Valid IHRA Competition license and chassis inspection. All applicants must be at least 18 years old. Contact IHRA National Tech Department for class requirements.

Minimum weight, chassis, and suspension must meet IHRA specifications. Contact IHRA office for details.

SPEED LIMIT:

Dragsters310 mph
Funny Cars310 mph
Motorcycles210 mph
Special Vehicles235 mph

A fine and/or suspension will result for violation. These are “zero tolerance” limits. FINES: 1st offense \$500 fine, 2nd offense \$1,000 fine and 60 days suspension, 3rd offense \$2000 fine and 1 year suspension.

AFTERBURNER-TAILPIPE: All seams must meet at the bottom, away from tires. Dump valve on afterburner manifold mandatory and must be activated by the primary chute lever.

AIR INTAKE: All intakes must be totally covered by protective screen, (minimum 1/8”, maximum 3/8”)

BRAKES: Caliper type required on all four wheels.

CATCH CAN: Mandatory. (minimum capacity 1 quart)

CONTROL CABLES: All cables must be a minimum of 3/16 diameter, (afterburner and fuel shutoff) Electronic cables accepted. All vehicles must have secondary shutoffs on fuel lines and afterburner system.

DRIVER LOCATION: Must be completely isolated and protected from all components of the induction, engine, and exhaust components of vehicle.

DRIVER RESTRAINT SYSTEM: SFI 16.1 required.

FILTER: Mandatory on hot streak inlet.

FIRE EXTINGUISHER SYSTEM: 10 lbs. mandatory on funny cars and oversize vehicles. 5 lbs. mandatory on enclosed cockpit dragsters.

FUEL TANK: If pressurized, tank must be round. A system must be employed to vent pressure from tank. (may be electronic or manually activated)

HELMET: SA -2000 or newer, or SFI 31.2 mandatory.

HEAD AND NECK RESTRAINT: SFI 38.1 optional.

PARACHUTES: Dual chutes mandatory. Primary chute lever must be a function of primary fuel shutoff. A complete secondary system is also required with fuel bypass capabilities. All parachutes must be shielded from tailpipe heat and must have a minimum spool connection of 1”. All unpacked shroud lines must be covered by IHRA accepted material. Chute tubes may be steel, aluminum, or carbonfiber.

PROTECTIVE CLOTHING: Funny Cars: SFI 3.2A/20 minimum. Dragsters: 3.2A/15 minimum. Gloves and boots: 3.3/5 minimum. Neck Collar: 3.3.

ROLL CAGE: Mandatory: 2.3, 2.2, or 10.1. Oversize vehicles may require additional support structure. Contact the IHRA Technical Department for details.

TIRES: Must be automotive type designed for racing.

SEAT: Properly braced and supported seat constructed of aluminum or fiberglass mandatory.

UPHOLSTERY: Optional.



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GENERAL REGULATIONS ALL CLASSES

ALL CARS MUST PASS TECHNICAL SAFETY INSPECTION BEFORE ANY RUNS ARE MADE ANYTHING NOT STATED AS BEING ALLOWED IN THIS RULE BOOK IS NOT PERMITTED, UNLESS AUTHORIZED BY TECH DIRECTOR OR RACE DIRECTOR.

AIR FOILS: Permitted. See class requirements for specific information.

ALCOHOL: All racing alcohol/methanol must pass every test mandated by the IHRA Technical Department. No deviation from the federal standards of purity will be accepted.

SPECIFICATIONS FOR PURE METHANOL:

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



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ALIGNMENT: Each car in competition, regardless of class, must have sufficient positive caster incorporated into the front end alignment to insure proper handling at all speeds.

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

AUTHORITY: Any condition considered to be unsafe by any member of the Technical Dept. will be adequate grounds for barring or withdrawing a vehicle from participation in any event, until the fault has been remedied to the satisfaction of Technical Dept. The decision of the Technical Dept. will be considered final in all Inspection, Classification and Elimination protests or procedures. The National Race Director's decision is final in all cases and he has the right to vary the allotted time between rounds, race procedures, and rules.

APPEARANCE: Vehicles participating in drag racing events must be presentable in appearance at all times. Ones that are considered improperly prepared may be rejected by the technical committee at any sanctioned event. The appearance of personnel attending contestant vehicles is equally important, and should be subject to the same considerations.

BALLAST: Any material used for the purpose of adding to a car's total weight must be permanently attached as a part of the car's structure, and may not extend behind the rear of the body or above the height of the rear tires. No liquid or loose ballast bags, (i.e. water, sand bags, rock, etc.), allowed. Dragsters will be limited to a maximum of 200 lbs. of ballast. This ballast must be so placed and constructed as not to constitute a hazard. The ballast must remain in the car at all times. Removable weight must be securely fastened to the frame or frame structure by at least two steel bolts, 1/2" minimum diameter. Heavier gauge steel floors, frame reinforcing cross members, or the addition of safety equipment, such as roll bars, flywheel shields, etc., are all recommended methods of adding to a car's total weight. Any removable weight must not be attached to the front axle with hose clamps, wire strapping, etc. See drawing for attaching methods. Recommended forms of ballast are: heavier gauge steel floors - i.e. 16 or 18 gauge, etc. Heavier gauge and/or plate steel not permitted - frame reinforcing cross members, or the addition of any safety equipment such as roll bars, flywheel covers, etc.

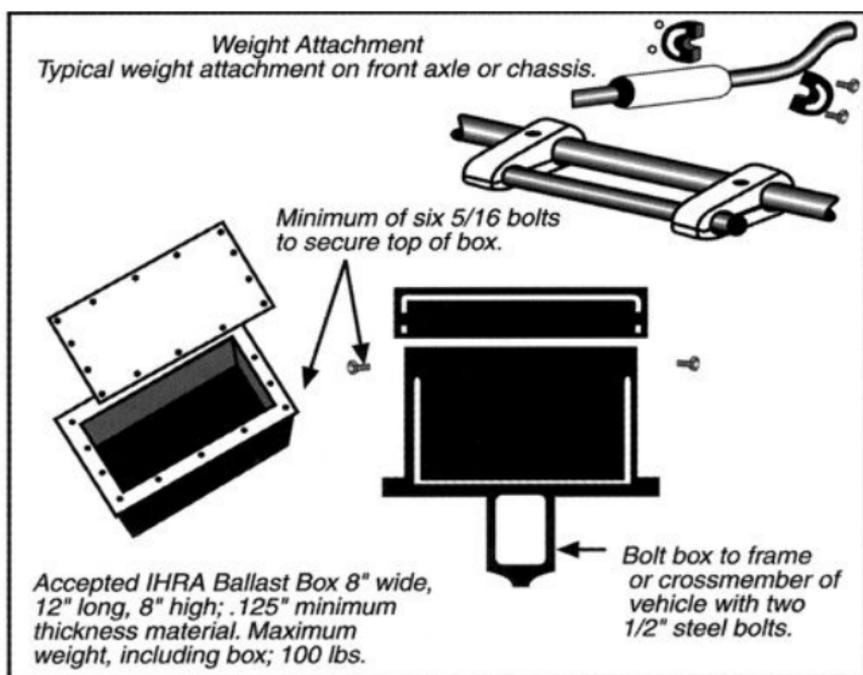


Figure 1: Ballast

BATTERIES: All wet-cell batteries must not be relocated into the driver or passenger compartments and must be securely mounted. A maximum of two (2) automobile batteries are permitted of 150 lbs. combined maximum weight. Plastic battery hold-down straps are not permitted. All relocated batteries must be secured with a minimum of 2 3/8 diameter bolts or rods. When relocated to the rear of vehicle, the passenger compartment must be protected by a "firewall" consisting of a minimum of .024 steel or .032 aluminum. The switch must be connected to the positive side of the electrical system and when de-activated shut off all electrical functions in the vehicle.

BODIES: Each car in competition, regardless of class, must be equipped with some kind of body (in addition to the frame structure), surrounding the driver and extending forward to the firewall. Bodies must be made of flame proof material, and be constructed so as to prevent the driver's arms, legs, or body from coming in contact with wheels, tires, or exhaust system. This includes dragsters. Bodies which have been gutted must have all sharp edges or projections removed from the inside of the body to protect driver from cuts or lacerations and must be suitably reinforced and permanently mounted to the frame or frame structure. Commercially produced fiberglass copies or carbon fiber of American automobile bodies will be permitted in some eliminators, providing all dimensions are the exact duplicates of the original American automotive manufacturer's body. Car must meet all Class Requirements.

BRAKES: Brakes must be in good working order. All Funny Cars must be equipped with one (1) disc brake on each wheel. A minimum of two (2) hydraulic brakes are required on all open bodied cars, all full bodied cars must have 4 wheel brakes. Master cylinder must be above frame. Application and release must be a direct function of the driver. The use of electronic, pneumatic or any other devices may in no way affect brake operations. All entries with aftermarket brake systems must incorporate a positive stop that will prevent the pedal from extending over center. All line locks must be self-returning upon release of switch and return system to normal operating mode. Automated and/or secondary braking systems are prohibited in all classes.

BRAKE LINES: Brake lines must be routed outside the frame or enclosed in a 16" length of 1/8 inch (minimum) walled steel tubing, securely mounted, where it passes the flywheel bell housing area. Copper brake lines prohibited.

CHASSIS CERTIFICATION: IHRA chassis certifications are mandatory on all entries running 9.00 or quicker 1/4 mile, or 6.00 or quicker 1/8 mile or an any entry that exceeds 150 MPH. See Class Requirements and SFI Specifications.

CLUTCH: Each car in competition, except those with automatic transmissions, must be equipped with a foot-operated clutch incorporating a positive stop to prevent clutch from going over center or past neutral as in the case of centrifugal units. All pedals must be covered with non-skid material. All clutches must meet SFI Spec 1.2, 1.3, 1.4 or 1.5 as outlined under Class Requirements. The use of electronics, pneumatics, or any other unapproved device that aids or affects clutch operation is prohibited. Multi-stage, variable release, and lock-up functioning clutches of any type are prohibited. The use of stock type cast-iron flywheels and/or pressure plates is prohibited.

COMPUTER: Only those computers installed on Stock vehicles by original manufacturers for proper operation of its functions are acceptable. No entries may be equipped with any device that affects the operation of the vehicle. A computer is considered anything electrical, mechanical, pneumatic, etc. that activates or affects any function of the vehicle based on sensing, measuring, etc., of any data gathering devices related to vehicle performance.

COOLING SYSTEM: Antifreeze/glycol prohibited.

CRANK CASE BREATHERS: (valve cover) Positive locking crank case breathers are mandatory on all entries running 7.99 or quicker 1/4 or 5.49 or quicker 1/8 mile.

DATA RECORDERS/ELECTRONIC DEVICES: May only be used to record vehicle functions. They must be activated by a separate switch, and not activated by any other switches on the vehicle. Systems may only display data after a pass or run. Any device that assists in determining track location of any entry is prohibited. The use of ride height sensors and related accessories is prohibited from use in all categories. The transmission of data or information to the driver or any remote location during the run is prohibited. Except those computers installed on stock vehicles by the new vehicle manufacturers for the proper operation of such vehicles, no vehicles may be equipped with computers which in any way affect the operation of the vehicle. Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. No vehicle may be equipped with devices which are activated by the Christmas Tree or by radio transmitters. If laptop computers or video equipment are utilized, they must be properly fastened at all times during competition. Devices may be removed at any time at discretion of IHRA Technical Committee.

IHRA may, from time to time, allow the use of equipment which would otherwise be prohibited if the IHRA finds in its absolute and sole discretion that such equipment would improve the safe operation of the vehicle to the point of warranting its use.

Any devices which apply electronic timing keyed to the Christmas Tree lighting system itself, are not connected by relay or otherwise so as to automatically activate any devices on the car necessary to place car in motion at the start of a race, are prohibited.

If a product is to be utilized in IHRA competition, it is the responsibility of the manufacturer to provide the IHRA Technical Department with all necessary information as well as tools essential to facilitate the inspection process.

If an IHRA sanctioned facility, in good standing, determines that a competitor is utilizing an unapproved electronic device on their entry, that driver will lose all IHRA competition privileges indefinitely. The IHRA facility must positively prove the device exists as well as provide IHRA with a notarized statement clearly defining the infraction and be willing to stand behind their allegations. If a device of any kind is discovered that transmits data or track location on any entry, the competitor and the team will be immediately suspended from further competition indefinitely and lose all related points and subsequent prize rewards. Additional penalties may be imposed based upon the severity of the offense.

DELAY BOX/DEVICE: All units containing microprocessors must be approved prior to use. All microprocessor units must be approved prior to use in Quick Rod, Super Rod, Hot Rod or on any entry that utilizes a pneumatic starting line RPM limiting function. The display of engine rpm is prohibited on all models. The wire to the transbrake or line lock is the only wire that may interact with the delay device. It may contain a splice that activates a two-step or launch control device. All wiring associated with the ignition system and the delay device must be clearly labeled and identifiable as well as consistent with the manufacturer's installation and instruction manuals.

The Tachometer or any RPM function is prohibited from interaction with the delay device or its related accessories in Quick Rod, Super Rod and Hot Rod or on any entry that utilizes a pneumatic starting line RPM function. Any electrical, pneumatic, or mechanical component that affects the function of another component may be considered a delay device. See specific class guidelines and supplements for additional information. All components and related functions must be accepted prior to competition. See General regulations: Data Recorders/Electronic devices for additional specifications.

DRIVE LINE: On any car in which the driver sits over, or in back of, the rear end section, a suitable protective shield of .120" minimum-thickness steel plate must be installed for those units with universal joints, securely mounted to the rear end center section and the bellhousing adapter or frame structure. Couplers are highly recommended in place of U-joints wherever possible. For these units with straight couplers, the minimum requirement is .063" aluminum which must contain an inspection cover, for removal and inspection of the coupler, securely mounted to the rear end center section and the bellhousing adapter or as noted in Class Requirements. In place of cross member in the vicinity of the front universal joint, all competition cars using open drive shafts must have a retainer loop, 360 degrees, and of 1/4" minimum thickness steel, 2" wide, securely mounted and located within 6" of the front universal joint to support the drive shaft in event of U-joint failure. Open drive lines passing any part of the driver's body must be completely enclosed in 1/8" minimum thickness steel plate securely mounted to the frame or frame structure. Aluminum driveshafts are legal in all Stock categories except Pure Stock. Driveshaft loop required on all entries running 13.99 1/4 or 8.59 1/8 or quicker that utilized racing slicks. Driveshaft loop mandatory on street tires at 11.49 1/4 and 7.35 1/8 or quicker.

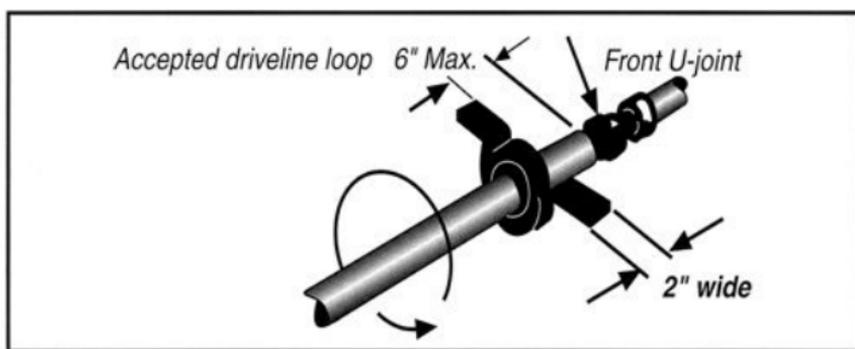


Figure 2: Driveline loop.

ENGINE: All contestants in weight to cubic inch classes must claim exact cubic inch displacement of engine used. No allowance will be given for overbore or extra weight. If engine size is changed during a race, the competitor must report to the technical director before a run is attempted. Crankshaft centerline must not exceed 24" from the ground in any class. All cars with pressed-on harmonic balancers must have such pulleys installed to ensure against accidental removal (drilled & bolted).

ENGINE CONTAINMENT SYSTEM: (diaper) Required in TF, PNFC, TD, TS. In addition to the classes listed above, all Supercharged and Nitrous assisted vehicles running 7.99 or quicker 1/4 or 5.00 or quicker 1/8 mile regardless of classification. An IHRA accepted belly pan may be used in place of the diaper in ET, TS and TD provided it meets the following criteria. It must extend from framerail to framerail and be minimum of 2 inches high on all sides and extend beyond the engine and its related oil accessories. A non flammable absorbant pad must be utilized in the device.

EXHAUST: Each car, regardless of the class, must be equipped with exhaust collectors

installed in such a manner as to direct the exhaust gasses out of the body away from the car. Flex pipe prohibited. Collectors and collector mufflers should be attached with a minimum of 4 springs per collector or 4 tabs on the collector and 4 tabs on the primary tubes with 1/4" bolts and locking fasteners. The use of pop rivets, sheet metal screws, wire, etc. are not accepted attachment methods. Collectors that are welded on should be welded to all primary tubes.

FASTENERS: All structural and mechanical allowance must be secured by IHRA approved fasteners and must be identifiable as to grade.

FIRE EXTINGUISHERS: All cars in PNFC and TS must be equipped with a manually controlled onboard fire extinguisher system containing a minimum of five pounds of agent or specified amount of agent. Unless specified otherwise under Class Requirements. It must be mounted as per manufacturer's specifications with the primary nozzle(s) directed to protect the driver. In the case of more than one bottle, each bottle must have its own distribution tubing and nozzles. The use of nozzles or tubing other than that recommended by the manufacturer is not permitted. All distribution tubing must be steel, aluminum tubing is prohibited. Two discharge nozzles are placed at the front of the engine - one on each side - and one nozzle is located in the driver's compartment near drivers feet. It is recommended that there are no more than three nozzles per bottle. Upon activation of the system, the contents of the bottle(s) must be totally discharged. All containers must be mounted in IHRA approved locations. Remote cables must be installed within easy reach of the driver. All bottles must be DOT rated if mounted in the drivers compartment.

Follow the manufacturer's recommendation regarding installation, especially on bend radius and protection from crimping or kinking. All fire systems must use steel lines and distribution nozzles and must be equipped with a pressure gauge. All bottles must be identified with a gross loaded weight figure or recognized measurement system if AFFF is the agent utilized in the system. It is the responsibility of the competitor to weigh the bottle prior to each event. It is recommended that each contestant and/or his crew have a loaded serviceable extinguisher in his possession carried in the push car or otherwise available for immediate use. Dry chemical or CO2 type extinguishers (2-1/2 lbs. minimum size) are recommended.

FIREWALL: Each car in competition must be equipped with a flame proof and fuel proof firewall including fiberglass or carbon fiber extending from side to side of the body and from the top of the engine compartment upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. Firewall must be constructed to provide a bulkhead between the engine and driver's compartment. All holes or openings must be sealed with minimum .024 steel or .032 aluminum, or as specified by classification. All openings around pedals, shifters, brake handles, etc., must be covered either internally or externally to aid in sealing the drivers compartment from outside sources.

FLASH SHIELD: Injector tubes may extend through individual holes in the hood, but carburetors may not be openly exposed or uncovered. In lieu of hood, carburetors must be equipped with a metal flash shield which covers the top, back, and sides, to prevent gas from being siphoned into the air stream or blown into the driver's face.

FLOORS: All cars not having floors must be equipped with floor pans made of .024 steel or .032 aluminium, which must extend the full length and width of the driver's compartment, to the rear of the driver's seat. Cars equipped with belly pans made of fiberglass, or other breakable material, must have metal subfloors. Belly pans enclosing engine compartment must contain suitable drain holes ahead of firewall.

FLYWHEEL SHIELD & MOTOR PLATE: GENERAL: Absolutely no modifications to a manufactured design are permitted on SFI Spec 6.1, 6.2 and/or 6.3 flywheel shields and/or liners. Titanium bellhousings must be re-inspected and re-certified yearly. SFI 6.2 steel bellhousings must be re-inspected and re-certified every two years, SFI 6.1 steel housings must be re-inspected and re-certified every five years or as specified by the manufacturer. The flywheel shield must be fastened to the engine and motorplate with a full complement (all available engine bolt holes or as specified by the manufacturer) of grade 8 bolts or high strength studs. The use of allen bolts to fasten the shield to engine or motorplate, to fasten covers, etc, is prohibited. All bolts (not studs or nuts) used for flywheel shield mounting, covers, etc, must be identifiable as to grade; all nuts and bolts associated with flywheel shield mounting, covers, etc, must be full standard depth, width, etc, (reduced thickness bolt heads, hollow bolts, half nuts, thin wall nuts, etc, prohibited). Maximum depth of flywheel shield is 8 5/8". Maximum thickness of all motor plates, midplates, mounting plates installed between engine and flywheel shield is 1/2". All covers and fasteners associated with the flywheel shield must be installed prior to starting engine at any time, including warm-ups. Maximum spacing between flange fasteners in the flywheel shield is 7". Chemical milling or any other structure weakening procedures are prohibited. Welding to repair a flywheel shield not conforming to the requirements is prohibited unless it is performed by the manufacturer and recertified by the manufacturer prior to use.

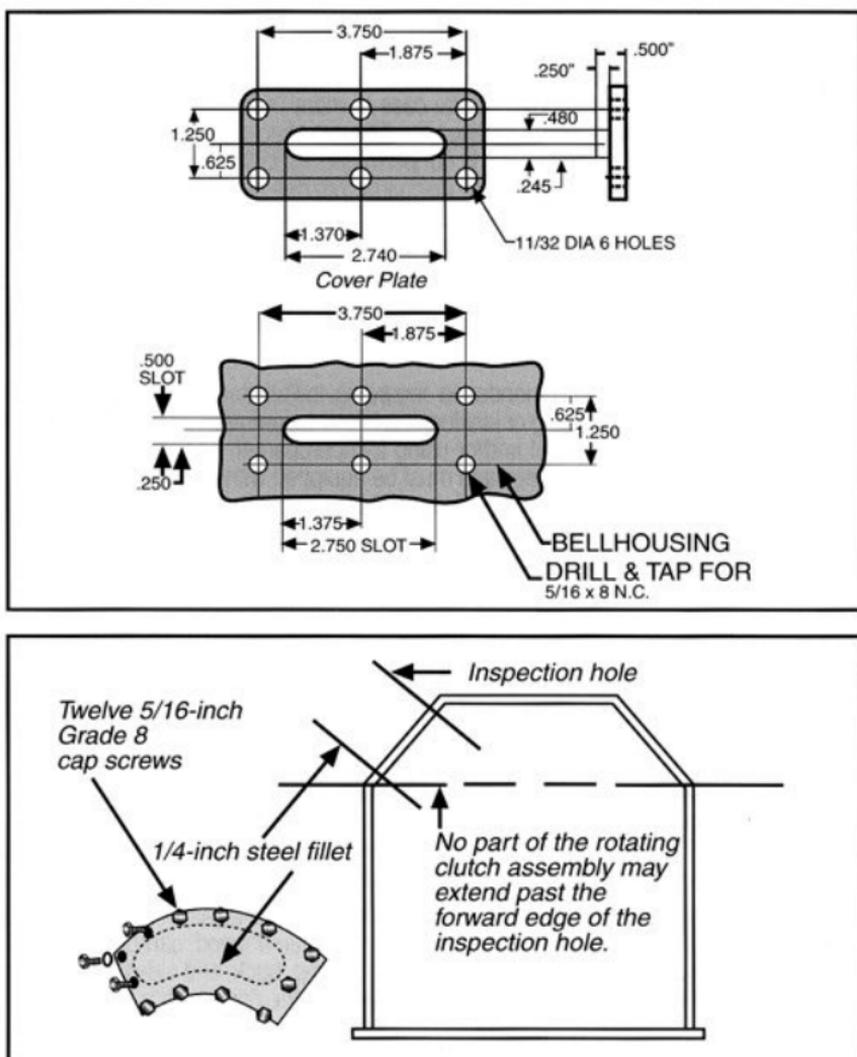


Figure 3 and 4: Bellhousing inspection hole cover

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

FLYWHEEL SHIELD: TF, PFD, PNFC: Cars equipped with a clutch must have a flywheel shield (bellhousing) that meets SFI Spec 6.2 and is labeled accordingly.

A one-piece motor plate constructed of 1/4 inch minimum thickness 4130 chrome moly steel and fitting between the engine and flywheel shield according to the requirements of SFI Spec 2.2, 2.3 or 10.1 is required. The motor plate must be attached to the chassis at the four corners with at least two welded mounting points utilizing minimum 3/8 inch diameter grade 5 bolts and full nuts. The remaining two motor plate mounting points must be at least saddles fitting around the frame rails and secured with aircraft type clamps or bolts (hose clamps prohibited.)

The flywheel shield and motor plate are to be fastened to the engine by at least seven high strength steel (or titanium) 7/16 inch diameter the engine side of the motor plate and threaded into the engine (3/4 inch minimum) and nuts (of a similar metal) above the centerline of the crank shaft. The motor plate must be fastened to the flywheel shield with at least eight 7/16 inch diameter grade 8 bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crank shaft. The flywheel shield must also be fastened to the motor plate by four 3/4 inch diameter grade 8 shoulder bolts or high strength steel (or titanium) fasteners and nuts; one in each quadrant as required by SFI Spec 2.3 K or 10.1E. A minimum .090 inch 4130 steel or titanium liner (or as required by the manufacturer) must be fitted to the flywheel shield that is the width of the round body surface of the shield. It must be welded together so that it will fit into the body of the flywheel shield and rotate in order to absorb energy. A 1/4 inch bolt may be threaded into the body of the flywheel shield to secure the liner(s) from movement during normal use.

At least five fasteners, 3/8 inch diameter minimum, must be used to secure aftermarket planetary transmissions (and/or reversers) to flywheel shield. 1/2 inch thick rings, bosses, or nuts must be welded, or otherwise secured inside the back face of the flywheel shield through which the fasteners must be secured. Any modifications or alterations to the housing, by anyone other than the original manufacturer, are prohibited. Bellhousing must

be re-certified by original manufacturer following modification. Clutch adjustment slots, maintenance holes and covers, etc., must be installed by the original manufacturer.

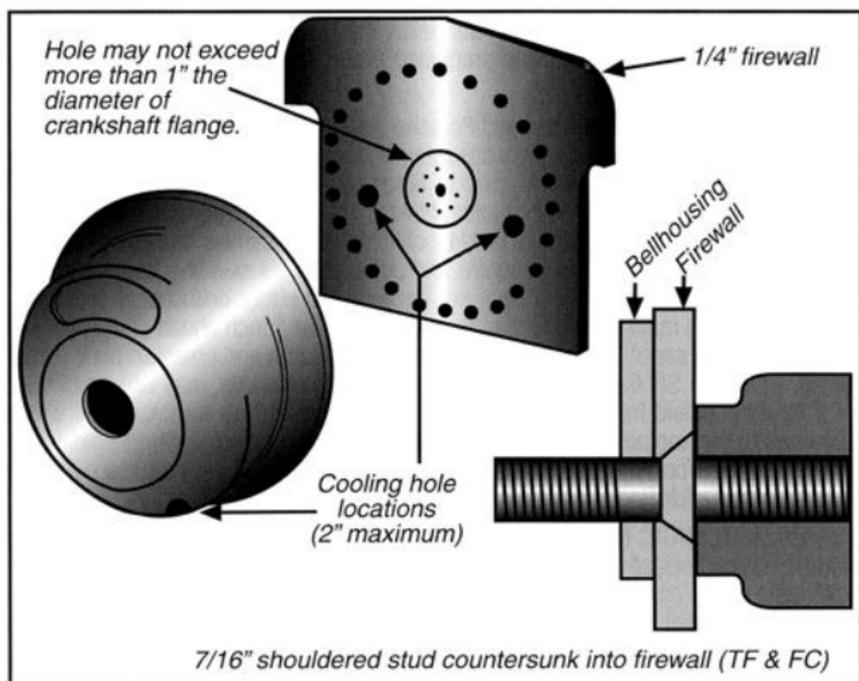


Figure 5: Motor plate

FLYWHEEL SHIELD: TS, TD: Cars equipped with a single disc clutch must have a flywheel shield that meets SFI Spec 6.1 or 6.3 and is labeled accordingly. A 6.3 bellhousing is mandatory if Multi-disc clutch is used. See Class requirements.

Any modifications or alterations to the bellhousing by anyone other than the original manufacturer, are prohibited. Bellhousing must be re-certified by the original manufacturer following modification. Clutch adjustment slots, maintenance holes and covers, etc., must be installed by the original manufacturer. The crankshaft flange opening in the motor plate may not exceed 7 inches.

A motor plate of 1/8 inch minimum thickness steel, titanium, or 2024T3, 6061, or 7075T6 aluminium is required for SFI 6.1 or 3/16" for SFI 6.3. The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of minimum 3/8 inch diameter grade 8 bolts or high strength steel studs above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight 3/8 inch diameter grade 8 bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. An opening in the motor plate for an alternative starter location is permitted but it may not exceed 2 inches in diameter and when such an opening is present only one cooling hole is permitted in the motor plate (see class requirements for specific applications).

FLYWHEEL SHIELD: OTHER CLASSES: Other class cars 11.99 or quicker 1/4 mile except as noted in the ET Handicap Section, using a clutch, must be equipped with an SFI Spec 6.1 (single disc clutch) or 6.3 (multi disc clutch) flywheel shield (bellhousing), labeled accordingly, complete with motor plate and full complement of bolts (all available engine bolt holes or as specified by manufacturer) of minimum 3/8 inch diameter grade 8 bolts or high strength steel alloy studs above centerline of crankshaft. The motor plate must be fastened to the flywheel shield with at least eight 3/8 inch diameter grade 8 bolts or high strength steel alloy studs and nuts below the centerline of the crank. Modifications or repairs to the flywheel shield prohibited except if performed and recertified by manufacturer.

Exceptions to this rule: Volkswagen and Porsche engine cars are not required to have a shield when the engines are normally aspirated and gasoline burning. Porsche engines must use a steel billet flywheel. All cars in Modified Compact classes and pre 1949 Ford flatheads, where a 6.1 or 6.2 adapter shield is not commercially available, must be equipped with a flywheel shield made of 1/4 inch minimum thickness steel plate, securely mounted to the frame or frame structure and completely surrounding the bellhousing 360 degrees. The flywheel shield shall not be bolted to either bellhousing or engine. The flywheel shield must extend forward to a point at least 1 inch ahead of the flywheel and 1 inch to the rear of the rotating allowance of the clutch and pressure plate. Other engines, where an SFI 6.1 or 6.2 flywheel shield is not available, may use an SFI 6.1 or 6.2 flywheel shield from another application and mount it to a motor plate which is mounted to the engine block at all available bolt holes. Titanium flywheel shields are only permitted in Top Fuel, Top Sportsman, and Quick Rod.

FLYWHEEL/AUTOMATIC TRANSMISSION SHIELD: With the exception of cars competing in some E.T. Brackets, all cars using any automatic transmission must be equipped with a 1/4" steel shield covering the unit. Use same requirements as listed under Flywheel Shields. Aftermarket planetary transmissions must have shield if used on car that is supercharged, turbo charged, or non-gasoline burning. Shields must meet SFI Spec. 4-1. See Class Requirements.

FRAME: All butt-welds must have visible reinforcement. Grinding of welds not permitted. All welding on chrome moly (4130) tubing must be done by approved heliarc (TIG) process. Mild steel welding must be done by approved MIG (wire feed) or TIG process. Welds must be free of slag or porosity, or any other form of contamination. Any grinding of welds is prohibited. Improper welding process or technique may be a basis for failing Technical inspection. See Roll cage.

FUEL SYSTEMS: Whenever possible, fuel tanks and fuel lines should be located ahead of the engine. Fuel blocks, if used, must be mounted at least 6" forward of the flywheel bellhousing area. No part of fuel system may be mounted on the firewall except fuel pressure regulator or isolator or fuel block. It must be mounted as far away as possible from the flexplate/flywheel area.

FUEL LINES: All lines must be IHRA accepted. Fuel lines in the flywheel bellhousing area must be enclosed in a 16" length of steel tubing. 1/8" minimum wall thickness, securely mounted as a protection against fuel lines being severed. In the event fuel lines pass supercharger drive areas, it is highly recommended that they be shielded. Entries with altered fuel systems (other than electric fuel pumps), must have a fuel shutoff valve within easy reach of the driver and located in the main fuel line between the fuel tank and the carburetors and/or injectors. Fuel tanks, lines, or other units containing fuel should be completely isolated from the driver's compartment by a firewall, completely sealed so as to prevent any fluid from entering the driver's compartment. Lines may not be in drive shaft tunnel. Rubber hose is limited to 12" lengths maximum for connection purposes only.

FUEL TANK: A positive locking gas tank cap is required (or as noted under Class requirements). All entries must have sufficient tank capacity to make full runs without refueling. Adding of fuel after the engine(s) has started is strictly prohibited. Top of fuel tank must be below top of rear tires. When allowed by Class Requirements, plastic fuel cells must have a metal box protecting the part of the cell that would be outside the body lines or trunk floor. Front mounted cells must be protected by at least 1-1/4" .058 cm tubing if mounted outside of steel body or frame. Non metal fuel tanks or fuel cells must be grounded to the frame. All cells or tanks must be mounted below the fender well on full bodied entries and below the top of the rear tires on all other applications.

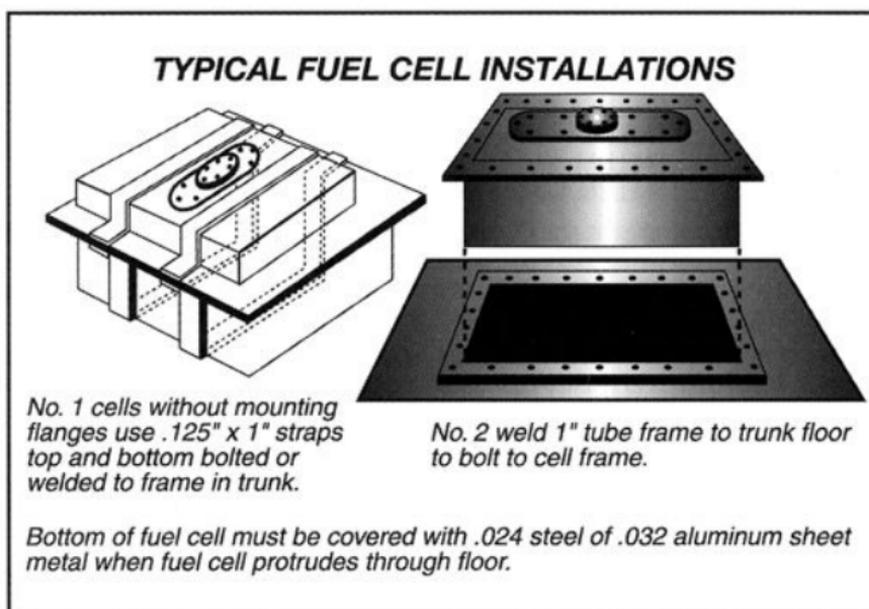


Figure 6: Fuel cell installation

TYPICAL FUEL CELL INSTALLATIONS

- 1) For cells without mounting flanges, used 1/8" x 1" straps top and bottom bolted or welded to frame in trunk.
- 2) Weld 1" tube frame to trunk floor to bolt to cell frame.

GASOLINE: Gasoline used must be produced by a recognized commercial manufacturer.

The use of aerosol or chemical agents sprayed on the intake manifold and related components to cool the fuel or temperature of the system, is prohibited in all classes. The use of towels or ice is permitted in all sportsman categories.

A: All TS, TD, SS and STK class cars must have drain valve installed in fuel system for obtaining fuel check samples.

B: New dielectric constant (D.C.) of the gasoline must not exceed +1 for the following classes: Top Dragster, Top Sportsman, and Super Stock. The dielectric constant (D.C.) of gasoline for Stock will remain at +2.3.

C: No fuel caps are to be removed from fuel cells and/or tanks until fuel check personnel are present. Failure to comply may result in disqualification of time, qualifying, and/or elimination runs.

D: All fuel cells must have sponge installed with a hole cut for insertion of fuel check hose.

E: All racing fuel must conform to manufacturers specifications for dielectric constant with in a variance of (+-.02)

All racing fuel must pass every fuel check procedure selected by the IHRA Technical Staff. If any entry fails fuel check at the conclusion of a qualifying attempt, the entry may be disqualified from the event at the discretion of IHRA fuel check personnel.

GENERAL: All nuts, bolts, and component parts on each car's suspension system, chassis, and running gear, must be secured with either lock nuts, lock washers, or cotter keys, and must have at least one full thread showing through nut. See class requirements for specific grade of fasteners.

GROUND CLEARANCE: Minimum of 3 inches from front end to centerline of front spindle and 2 inches for the remainder of the car except for oil pan / diaper, headers and wheelie bars. All entries must be high enough to not interfere with the function of the timing system.

HARMONIC BALANCERS: Mandatory meeting SFI 18.1 mandatory on entries running 10.99 or quicker 1/4 or 6.49 or quicker 1/8 except Stock, (see also, ET Bracket Safety and General Rules).

HEAD PROTECTOR: In any car where a roll bar or roll cage is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent injury upon impact. The roll bar or cage must be padded wherever it may come in contact with the driver's helmet. Adequate padding should permit approximately 1/4 inch compression. The use of weather stripping and similar thin or low impact resisting materials is prohibited. A padded roll bar or cage alone is not acceptable as a padded head protector unless it is within 4" of the driver's helmet.

HELMET AND GOGGLES: As outlined under Class Requirements, drivers in all classes, including motorcycles, must wear a helmet meeting SNELL or SFI specifications. Must utilize the appropriate Snell SN (SA OR M) rated helmet as per individual class requirements.

Specifications

Spec 31.1 - SNELL SA, open-face helmet

Spec 31.2 - SNELL SA, full-face helmet

Spec 41.1 - SNELL M, open-face helmet

Spec 41.2 - SNELL M, full-face helmet

Drivers of Sportsman classes and ET cars - 13.99 (8.59 1/8th mile) must use a helmet meeting SNELL 95 or newer. Exception: drivers of open bodied, supercharged front-engine cars must use a helmet meeting SN 95 or newer or SFI 31.1 or 31.2 Specs. See class requirements.

Drivers of any open-bodied car wearing an "open face" helmet, must wear protective goggles. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

HOODS: Each car in competition should have a hood over the engine compartment. Side panels may be omitted. Injector tubes may extend through the hood, but carburetors may not be openly exposed or uncovered. Carburetors, in lieu of hood, must be equipped with a metal flash shield covering the top, back and sides.

HOOD SCOOP: Any vehicle with a hood scoop may not extend more than 11" above the original hood surface.

HUB CAPS: Hub caps must be removed for inspection of lug nuts. Snap-on hub caps must be left off while in competition.

IGNITION: Aftermarket electronic ignition boxes and related accessories may not be modified from factory specifications in all eliminators. If a product is to be utilized, all manufacturers must provide the IHRA Technical Department with specific information or

WINNING ROCKER ARMS for HEMIS

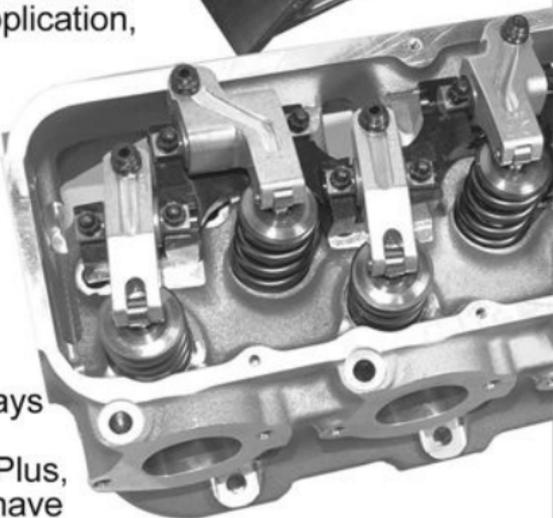
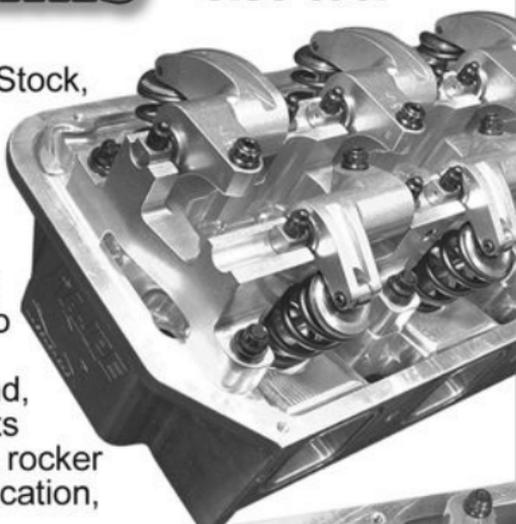
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equipment necessary to facilitate the inspection process. Each car in competition must have an ignition switch or magneto "kill-switch" in good working order, located within easy reach of the driver. Magneto "kill-switch" wiring must either be routed outside of the frame rail or enclosed in a 16-inch length of thick walled steel tubing in the flywheel bellhousing area. The use of any ignition system (ex. MSD 7531) or related accessory (ex. MSD 7561) that uses a multi-point rev limiter or rate of acceleration limiter are prohibited from use in IHRA competition unless specified in individual class requirements. See individual class requirements for additional specific information.

INTERIOR: Cars that require upholstery must have carpet, headliner, door panels, and upholstered seats. All panels must be covered by a fabric or equivalent. Seats must be securely mounted and made of a suitable material so as not to give way under impact.

JACK & JACK STANDS: No work may be done under any car in the pit area while the car is supported by only one jack. Additional safety devices such as jack stands are required to ensure safety in the event of jack failure. Disregard of, or failure to observe, this rule is grounds for immediate disqualification.

LICENSE: Each driver of a vehicle entered in any event conducted at an IHRA sanctioned track must have a valid State driver's license beyond a learners permit and IHRA Competition License (except Junior Dragster). This license is subject to inspection at any time. All competitors with the exception of Jr Dragster participants must be a minimum of 18 years of age to compete at IHRA Nitro Jam events.

All drivers running 0-9.99 (6.49 1/8th mile) who have not previously held a Competition License will be given a special cockpit orientation (blindfold) test, and will be required to make a minimum of five (5) runs under the observation of either two IHRA officials or one IHRA Official and 3 currently licensed drivers. Witnessing driver must hold a Competition License equal to or greater than the one being applied for. Sportsman licenses may be approved by a Certified Safety Inspector or IHRA Sanctioned Track Operator. Pro licenses can only be approved by Official IHRA Representatives and professional drivers at a 1/4 mile track. All applicants for professional licenses must be at least 18 years old prior to beginning the license procedure.

The required solo passes include one moderate pass, two half passes, and two full passes. Parachute must be deployed on the full passes. A driver who is upgrading his license is required to make three runs; one moderate run and two at a speed representative of the class applied for. However, he too may be subjected to the blindfold test by a certified inspector.

A competitor who holds an inactive license is required to make 2 complete single passes to re-activate the license and be permitted to compete in eliminations.

IHRA reserves the right to require a competitor to make one moderate (shake down) pass, down the quarter mile, on an untested (new) vehicle, prior to making an official qualifying attempt.

Current physical records are required for all professional, TS and TD drivers. Forms must be filed with IHRA Technical Department prior to competition.

A licensed driver may compete in an entry under his license limitations, but not over (this order of classification is listed below). He may also not cross over from the dragster category to the bodied cars, nor vice versa, unless specifically licensed for each. A dragster, altered or roadster is considered an "open bodied car", not a "full bodied" car. Competitor must purchase a competition number for each class they wish to compete in,

CLASS A: TF, PFD, PNFC

CLASS B: Top Sportsman, Top Dragster (ET 0-7.99 1/4)

CLASS C: Quick Rod, Super Stock (ET 8.00 -8.99 1/4)

CLASS D: Super Rod, Super Stock (ET 9.00-10.99 1/4)

CLASS E: Stock, Hot Rod (ET 11.00 and slower)

CLASS M: Motorcycles and Snowmobiles

CLASS JR: Junior Dragsters & TCR (see Junior Dragster or TCR for details)

CLASS EXHIBITION: Jets, Wheelstanders, etc.

LIQUID OVERFLOW: All cars in competition must be equipped with a system that will prevent excess fluids from spilling onto the racing surface. Minimum "catch-can" capacity: 1 pint. See class specifications.

MASTER CUTOFF: Mandatory if battery is relocated or is specified by class requirements. It must be located on the rear of all entries and must break the positive side battery supply to the competition vehicle. If the switch is mounted to facilitate a push or pull activation it must be positioned in a way where off is in the push position. If the switch is mounted in any other fashion, it must be labeled in a way that is clearly identifiable as to which way off is positioned.

NEUTRAL SAFETY SWITCH: Mandatory on all entries with automatic transmissions.

NITROUS OXIDE INJECTION SYSTEM: Only systems meeting IHRA approval may be

run. All bottle relief valves must have bulkhead fitting on tank. The use of any agents other than nitrous oxide as part of, or mixed with, this pressurized fuel system is strictly prohibited. All bottles must be securely mounted, stamped with minimum Dot -1800 pound rating. Nitrous Oxide bottle(s) located in driver compartment must be equipped with a relief valve and vented outside of the drivers compartment. Nitrous Oxide bottles located in the trunk or rear of the entry must be equipped with a relief valve and vented outside of the drivers compartment or be completely isolated from the drivers compartment by a firewall that is properly sealed to prevent gas from entering the drivers compartment. System must be commercially available and installed per manufacturers recommendations. Nitrous Oxide is prohibited from being in any other pressurized container on any entry other than a manufacturer's nitrous bottle. All Nitrous bottles must be recertified every 5 years and stamped to indicate the last inspection date. All systems must be activated by a wide open throttle switch and utilize all manufacturers safety products. The use of any commercially available thermostatically controlled bottle warmer is accepted. The use of any other method of externally heating nitrous bottles is prohibited. See class requirements.

OIL SYSTEM: All tanks, accessories and related lines must be affixed in a way to prevent accidental leakage during competition. Oxygen bearing or power enhancing additives prohibited in any form.

PARACHUTE: Required on all machines that exceed run of 150 mph on 1/4 mile or 125 mph on 1/8 mile. Cars running 200 mph in the 1/4 mile must have two parachutes with one release handle. Drag chutes must have their own independent mounting bracket (a grade 8 sleeved bolt must be used) and must not be the same bracket as the shoulder harness.

PRESSURIZED BOTTLES: All pressurized bottles must meet and be engraved with appropriate DOT rating 1,800 lbs. minimum.

PROTECTIVE CLOTHING: See Class Requirements for type of protective clothing required for class such as SFI jacket, pants, gloves, boots, shoes, head sock or arm restraints. All above must be SFI tagged. In all classes that mandate the use of a neck collar a Head and Neck Restraint System may be used with or without the neck collar.

Drivers in all open bodied front engine cars with open face helmet must wear a breather style face mask and protective goggles. Drivers in all open bodied cars must wear SFI spec 3.3 gloves and arm restraints. Any class where SFI pants are not required, short pants, tank tops, nylon or flannel pants are prohibited.

All clothing worn by competitors in all classes must be free of holes and excessive wear. This includes all protective clothing as well as pants and shoes where SFI specified equipment is not mandatory.

PROPYLENE OXIDE: The use of propylene oxide is prohibited in all categories.

REAR END: See individual class requirements for specific guidelines.

ROAD WORTHINESS: Should a vehicle prove to be faulty or handle poorly during the event, the Event Director or Technical Committee shall have the right and responsibility of removing the car from competition until the necessary repairs or adjustments to make the vehicle road worthy have been made and approved.



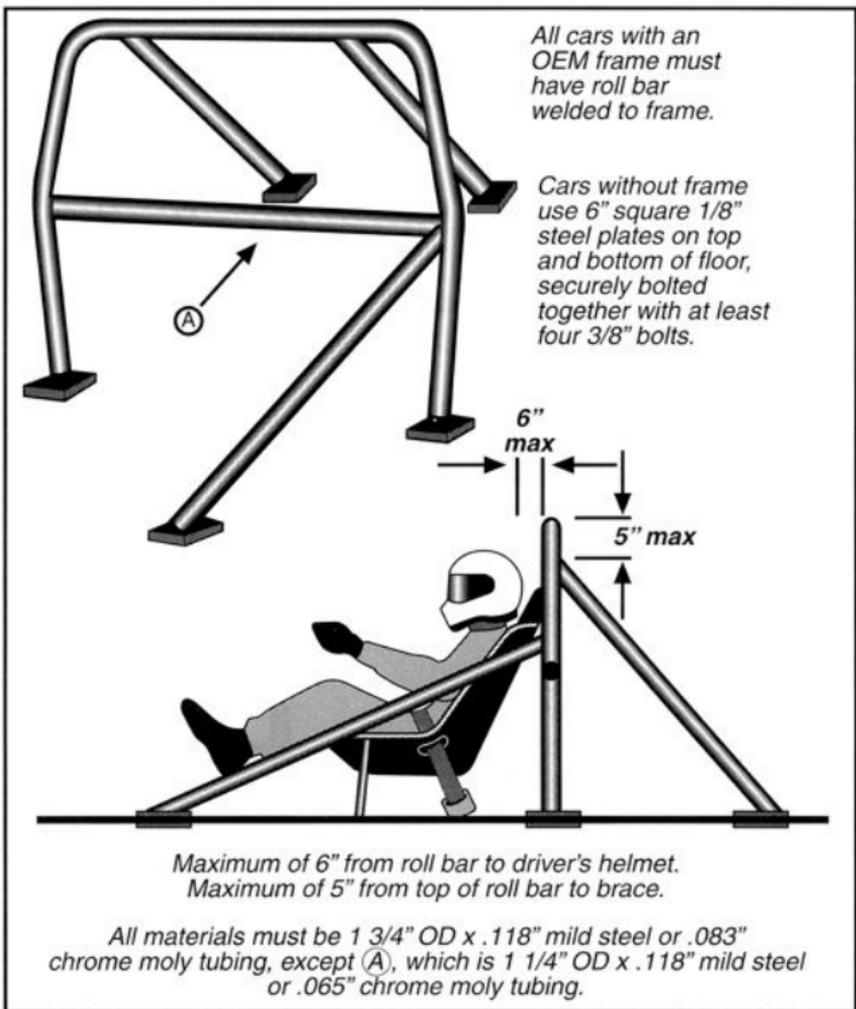


Figure 7: General roll bar specs

ROLL BARS: All roll bars must be within 6" of the rear, or side, of the driver's head, extend in height at least 3" above the driver's helmet with the driver in normal driving position, and at least as wide as the driver's shoulders or within 1" of the driver's door. Must be adequately supported or cross-braced to prevent forward or lateral collapse. Braces must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than 5" from the top of the roll bar. Side-bar must be included on driver's side. The side bar must pass the driver at a point midway between the shoulder and elbow.

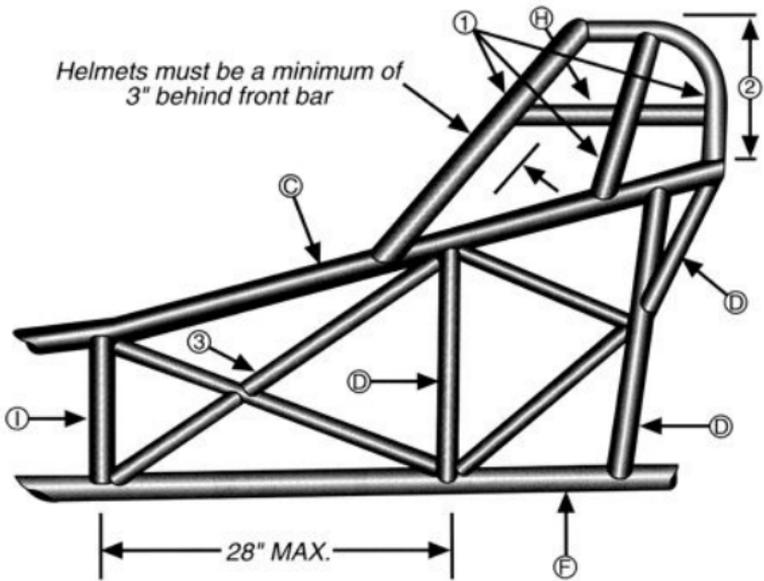
All vehicles with OEM frame must have roll bar bolted or welded to frame; installation of frame connectors on unibody cars does not constitute a frame and, therefore, it is not necessary to have the roll bar welded to the frame. Cars without frame must securely attach roll bar with 6" x 6" x .125 steel plates on top and bottom of floor bolted together with at least four 3/8" bolts and nuts. If roll bar is welded to the rocker sill area with .125" reinforcing plates, the 4 attachment bolts are not mandatory. All chrome moly welding must be done by approved TIG Heliarc process; mild steel welding may be done by MIG (wire feed) or TIG process. Welding must be free of sag and porosity. Any grinding of welds prohibited. Roll bar must be padded any where driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4" compression.

ROLL CAGE: All cage structures must be designed in an attempt to protect the driver from any angle, 360-degrees; cars with out inspection above driver's legs must have a shield or device to prevent legs from protruding outside chassis. When driver is in driving position in an open bodied car, roll cage must be at least 3" in front of helmet. On front engine dragster, seat uprights and back braces must be arranged such that a flat surface passed over any two adjacent members will not contact the driver seat or containment. Additional uprights, max 30 degrees from vertical, must be added until this criteria is satisfied.

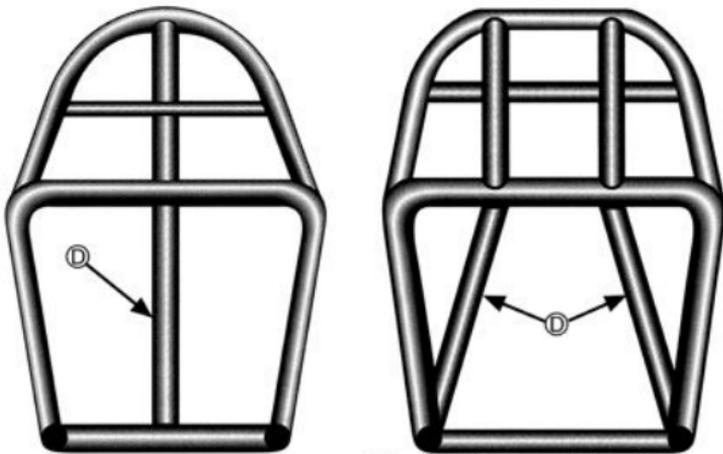
On full bodied car, with driver in driving position, helmet must be in front of main hoop. Side bar must pass the driver at a point midway between the shoulder and elbow. All cage structures must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 4" below, and not above, the driver's shoulders or to side brace. On any car where the stock flooring has been removed or frame is inside of the drivers seat, the roll cage must

ALTEREDS, FUNNY CARS

7.50 seconds E.T. and slower



REAR VIEWS



When using 2 uprights, they may be 1" x .049" wall, minimum.

#1 Funny Car and front engine dragster use tubing code B. All others use code A. There shall be a minimum of 6 points of attachment on all vehicles (except: rear engine dragsters 5 points). Front engine dragsters may use 5 point 1 5/8" OD, or 6 point 1 1/2" OD.

#2 If over 18", dimension A becomes B, and C becomes A.

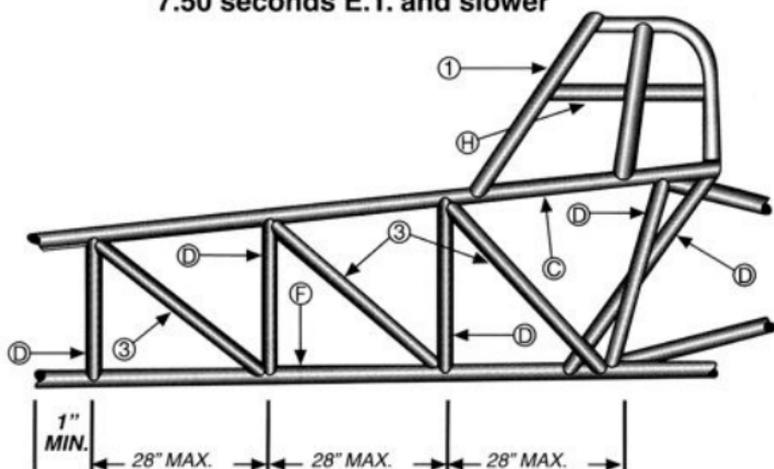
#3 If an X or K is used then 5/8" .058", otherwise E.

RED, FED Altered and Funny Car Tubing Code			
	O.D.	Chrome Moly	Mild Steel
A	1 1/2	.065	.118
B	1 5/8	.065	.118
C	1 3/8	.058	.118
D	1 1/4	.058	.118
	1 1/8	.065	.118
E	3/4	.058	.118
	1	.049	.118
F	1 1/4	.058	.118
	1 3/8	.049	.118
G	5/8	.058	.118
H	1	.058	.118
I	1 1/4	.049	.118

Figure 8: Altered, Funny Car roll cages

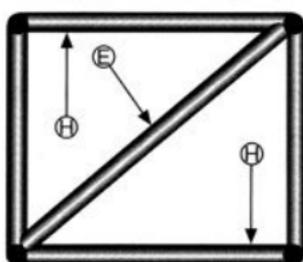
REAR ENGINE DRAGSTERS

7.50 seconds E.T. and slower

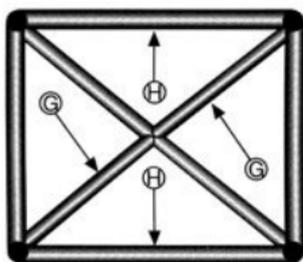


All dimensions apply to drivers compartment only.

FRONT VIEWS (Dragster rear engine)

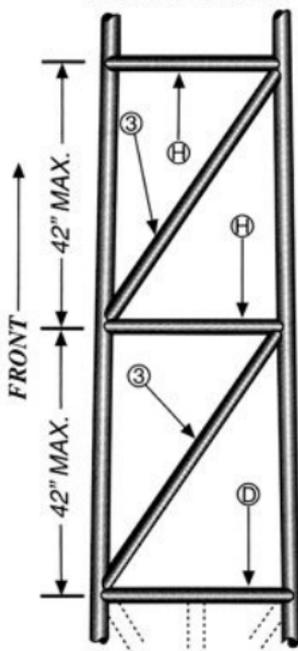


OPTION #1



OPTION #2

BOTTOM VIEW



FRONT ENGINE DRAGSTERS

7.50 seconds E.T. and slower

- #4 If lower frame rails transition into back brace uprights, must include a 1" x .058" crossmember between back brace uprights (rear seat crossmember), min 5-inches max 10-inches above lower frame rails.
- #5 "Kidney" upright.

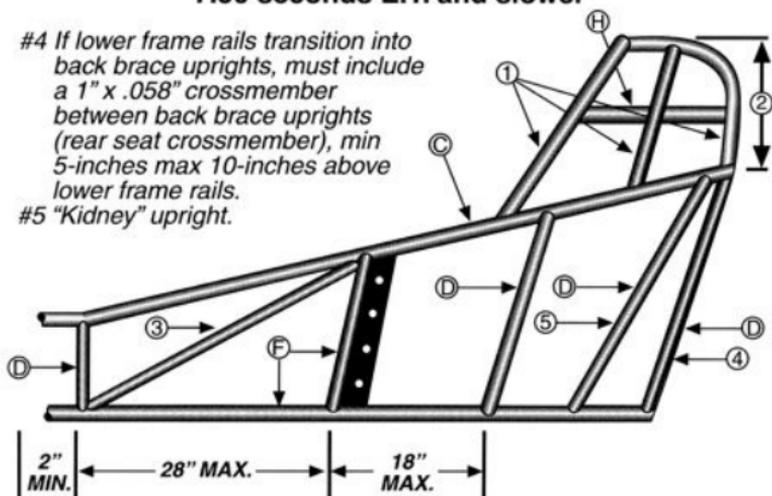


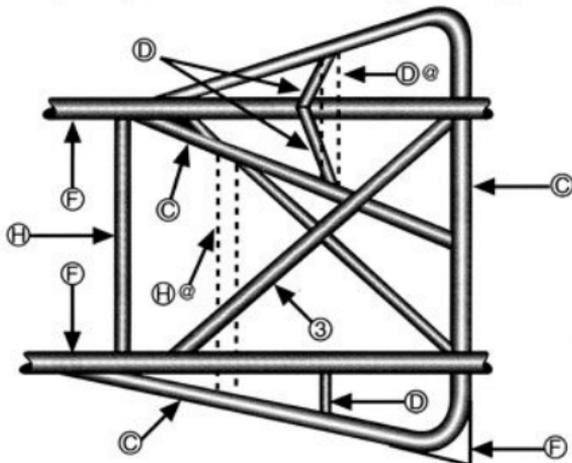
Figure 9: Rear-Engine Dragster roll cage

STREET ROADSTER

7.50 seconds E.T. and slower

TOP VIEW FROM ABOVE

(roll cage removed from drawing for clarity)



H- Foot box support 1 x .058"

H@- Retention for drivers legs, also can be a dash mount 1 x .058"

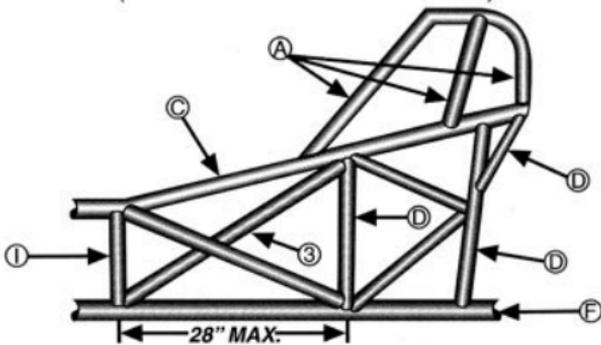
F- Lower frame - needs extension on left side when driver seat is overhanging lower frame rail.

D@- Horizontal, 1 1/4 x .058" used to tie inner and outer upper frame, only when no other support exists.

When 1 5/8 x .083" is used, for upper **C** and Lower **F** frame and uprights **D**, eliminates the need for inner frame diagonals **3**. Diagonals **3** along outer frame and uprights still mandatory.

LEFT SIDE VIEW

(Driver is on left side of driveshaft)



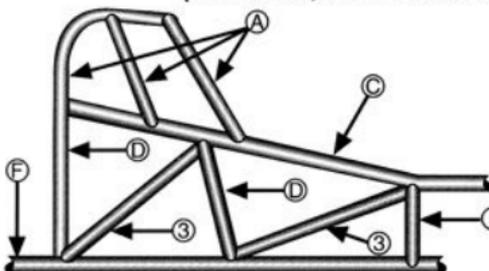
Helmet must be a minimum of 3" behind front bar.

- | | | | |
|---------------------------|------------------------|----------------------------|-------------------|
| A - Roll cage hoop | 1 5/8" x .065" | 3 - Single Diagonal | 3/4" x .058" |
| | 6 points of attachment | X- or K Design | 5/8" x .058" |
| C - Upper frame | 1 1/2" x .058" | F - Lower frame | 1 5/8" x .058" |
| D - Uprights | 1 1/4" x .058" | | or 1 3/8" x .049" |
| | or 1 1/8" x .065" | I - Foot upright | 1 1/4" x .049" |

Mild steel construction requires .118" minimum wall thickness.
Lower frame of square tubing minimum is 2" x 2" x .058".

RIGHT SIDE VIEW

(Inner view, base for roll cage)

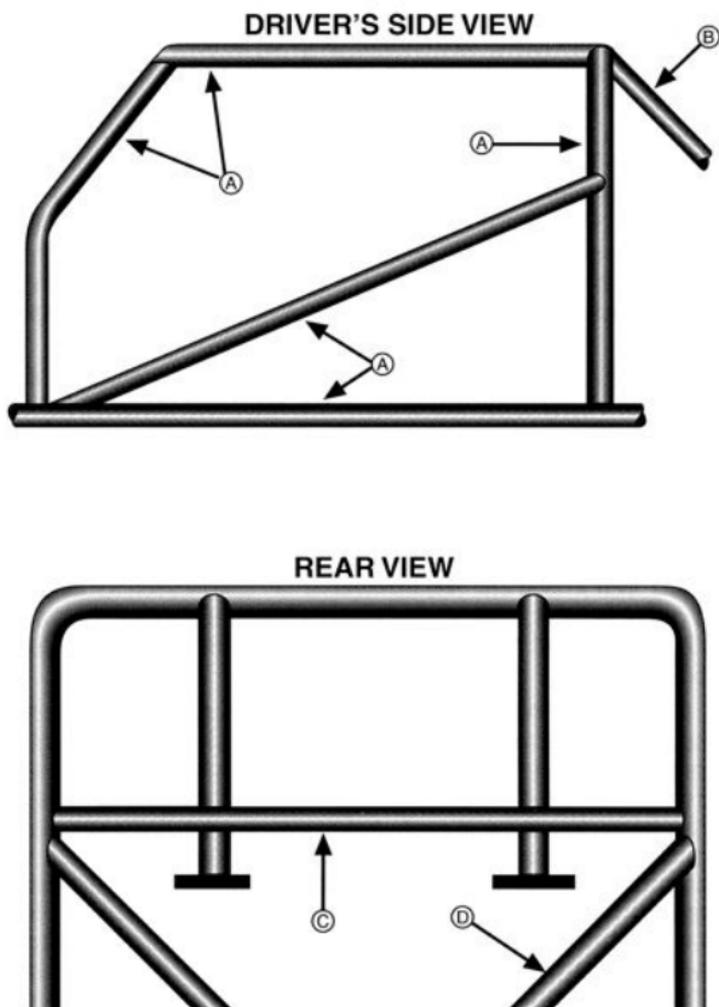


When this design is used for the inner structure, adjacent to the driver, then the outer structure has no minimum requirements.

Figure 10: Street roadster roll cage

FULL-BODIED CARS

8.50 seconds E.T. and slower



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

- B-** If A, two bars any length.
 If B1, two bars, 30" or less.
 If B2, minimum 4 bars.
 If B3, minimum 6 bars.

D- 1 1/4" x .058" cm or .118 ms, mandatory when main hoop welded to plates on floor, must be connected to sub frame.

* Door diagonals may be substituted with an "X" brace of 1-1/2" by .065 CM or .118 MS.

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

Figure 11: Roll cage specs

incorporate a rocker or sill bar to tie the front and rear of the roll cage together. Minimum specifications: 1-5/8"OD x.083 cm, or 1-5/8"OD x.118 ms or 2"x2"x.058 box tubing. Frame rails may be a minimum of 1 5/8 x .083 cm or .118 ms or 2 x 2 x.058 cm or MS. Mild steel welding may be done by MIG or TIG process. All chromoly must employ only TIG process. Welding must be free of slag and porosity. Any grinding of welds prohibited. Additionally, roll cage must be padded anywhere the driver's helmet may contact it while in the driving position. Swing out bars are permitted on OEM full bodied entries running 8.50 and slower. They must be designed as follows: 1 5/8 diameter x .083 cm or .118 ms connected with a minimum of 3/8 bolts or pins affixed in double shear. Clevis or sliding sleeve connections permitted. All male brackets must be a minimum of 1/8 inch with corresponding female bracket being 1/4 inch. Sliding sleeves must have a minimum of 2 inch engagement at the connection.

Chrome plating of roll cage prohibited on all entries running 7.50 or quicker 1/4 mile, or on entries that want a certification that is within that respective SFI specs E.T. range. A dash bar and rocker sill bar are mandatory on all entries running 150 mph or quicker or if the OEM firewall has been modified in excess of 1 square foot for transmission removal. Minimum specifications: 1-1/4" x .058cm, or 1-1/4" x .118ms.

Head guards or helmet bars must be installed on all entries presented for certification under SFI specifications 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 10.1 and 10.2. The minimum specification is 1 inch X .058 cm. See appropriate SFI specification for all full bodied entries 8.49 or quicker 1/4 mile. Chassis certifications are mandatory on all entries running 9.00 or quicker 1/4 mile, or 6.00 or quicker 1/8 mile or on any vehicle that exceeds 150 mph.

SEAT BELTS: (DRIVER RESTRAINT SYSTEMS) All competition vehicles requiring a roll bar or cage, or as outlined by class requirements, must use an SFI 16.1 driver restraint system. All cars not required by Class Requirements to use SFI 16.1 driver restraint system must be equipped with an accepted quick release-type driver seat belt. Belts must be securely fastened to the frame, inspection or reinforced mounting point. Seat belts may not be wrapped around lower frame rails (or any frame rail or cross member, such that belt may be damaged in event that frame rail or cross member comes in contact with racing surface. If used for installation, flat steel plates must be a minimum of 1/4" thickness and have rounded edges to prevent cutting seat belts. Under no circumstances can belts be installed with bolts through webbing. In all cars with fiberglass floors, a cross member (minimum 2" x 2" x .083" wall thickness square tubing) must be installed between frame rails for proper driver's seat belt installation.

Arm restraints when required, must be worn to ensure that the drivers hands do not extend outside of the frame rails or protected area. Arm restraints must be installed in a way that they will release with the drivers restraint system.

SYSTEM MUST BE UPDATED AT TWO-YEAR INTERVALS FROM DATE OF MANUFACTURE, FOR ALL ENTRIES REQUIRING THE SYSTEM. (All cars that are NOT required by Class Requirements to use SFI 16.1 driver restraint system do not need belts updated.)

All seat belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other. For harness installation, see illustration below.

Cars using OEM or OEM type seat, may route crotch strap in front of seat instead of through seat. Only those units that release all five attachment points in one motion are permitted. When arm restraints are worn with a system that utilizes a "latch lever", a protective cover must be installed to prevent arm restraint from accidentally releasing the lever. All harness sections must be mounted to the frame, cross member, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Seat belts may not be wrapped around lower frame rails.

Upper-torso restraining straps are permitted in all other cars. It is acceptable that all seats be mounted vertically and incorporate a compatible crotch strap. Under no circumstances are bolts inserted through belt webbing permitted for mounting. Check manufacturers instructions.

SHOCK ABSORBERS: See Class Requirements.

STARTERS: All cars must be self starting; with the exception of TF, PFD, and PNFC (push starts prohibited in all categories).

STEERING: Each car's steering system will be inspected to determine its condition. Steering must be considered safe by the Technical Committee. Drag link and tie rod ends must be secured and keyed. All altered or modified steering systems will be closely checked for insecure welds and faulty parts. All welded parts must have additional visible reinforcement. Only conventional automotive steering systems are permitted. All rod ends where used must be a minimum of 3/8" shank diameter and must be installed with flat washers to prevent bearing pull out. All steering boxes, sectors and shafts must be mounted to the frame or suitable location and may not be mounted in any case to the bell housing and/or bell housing adapter shield, motorplate or firewall.

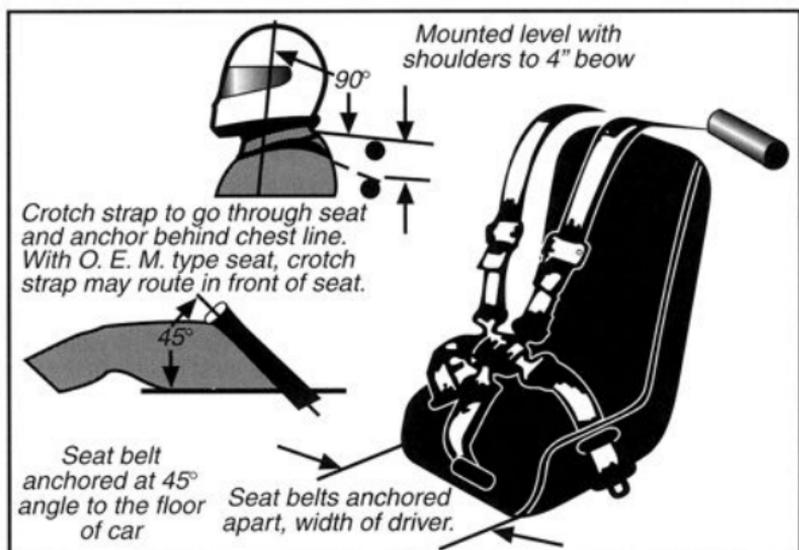
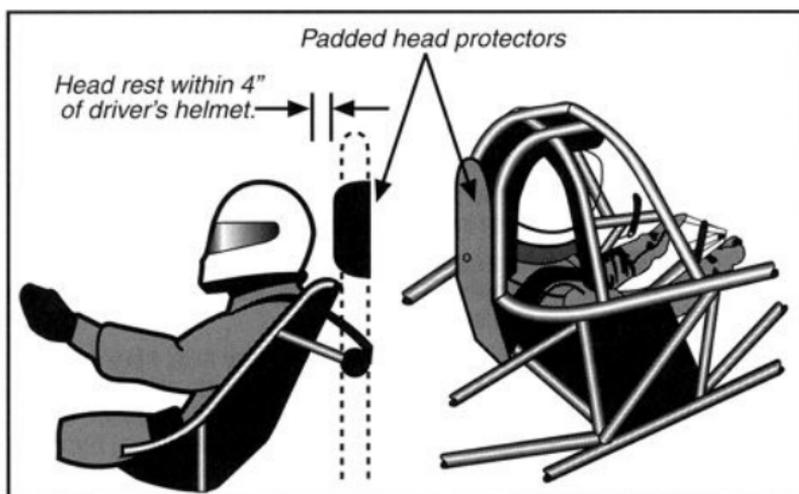


Figure 12 and 13: Head protectors and harness mounting

SUPERCHARGERS: ROOTS-TYPE: Maximum size permitted 14-71; 19" maximum rotor case length: 11 1/4" maximum case width: 1/4" minimum case thickness: 1/4" minimum front plate thickness; .300 minimum rear plate thickness. Maximum rotor cavity diameter is 5.840". Rotor helix angle may not exceed that of a standard 71 series GM-type rotor (4 degrees per inch). Maximum over drive may not exceed 70 percent. Aluminium studs (supercharger to manifold) mandatory. All cases and related components must be accepted prior to competition. See Class Requirements for manifold burst panel and restraint specifications.

SUPERCHARGERS: ROOTS-TYPE HIGH HELIX: Must adhere to same maximum case dimensions and maximum rotor cavity diameter as standard Roots. Rotor helix angle may not exceed 6.5 degrees per inch (123.5 degrees total over 19" maximum rotor length). Maximum over drive may not exceed 70 percent. Aluminium studs (supercharger to manifold) mandatory. All cases and related components must be accepted prior to competition. See Class Requirements for manifold burst panel and restraint specifications.

SUPPORT STRAP: An engine support strap made of steel plate or aircraft cable (chain not accepted), or some other means of supporting the rear of the engine in case of clutch or flywheel disintegration, is required on all cars. Mid-mount permitted.

SUSPENSION: All street driven cars must have a full suspension of the type produced by automobile manufacturers (i.e. springs, torsion bars, air suspension, etc.). Rigid mounting of front or rear axles is prohibited.

THROTTLES: Each car, regardless of class, must have a foot throttle incorporating positive acting return springs attached directly to the carburetor throttle arm. A positive stop or override prevention must be used to prevent linkage from passing over center and sticking in an open position. It is suggested that some means of manually returning the throttle to a closed position, by the use of the foot, be installed on all altered linkages in addition to return springs. Cable-type throttle controls other than those manufactured for stock cars, are not permitted. Licensed hand controls are permitted only with approval from Tech Director.

TOW HOOK: All vehicles competing in Nitro Jam or Pro-Am events, must incorporate a device on the front of the chassis that will facilitate ease in hookup for towing entry from the racing surface. It is recommended that all receiver pins be 1/2" in diameter.

TRACTION BARS: All bars must not be longer in overall length than one-half the wheel base of the car. Traction bar may extend into the drivers compartment.

TRACTION BAR ROD ENDS: Minimum requirement for rod ends on the front of all ladder type traction bars: .750 steel. It is required that a rod end safety strap be installed to keep ladder bar secured in event of rod end failure.

TRANS BRAKE / TWO STEP: All vehicles in Super Stock eliminator must have the Trans Brake wire isolated and one color from the solenoid to the button. No quick disconnect is allowed in the system. Brake release must be electrical in Super Stock. Use of pneumatics is prohibited. Only one release button is acceptable for the system. Two steps in Stock Eliminator must be pedal activated.

TRANSMISSION SHIELD OR BLANKET: See class requirements. SFI Spec. 4.1 mandatory.

TRANSMISSION: Any non-automotive-production transmissions must comply with IHRA Safety Specs. Automated shifting of manual transmissions prohibited in PM, PS, SS and Stock. Each shift must be a direct function of the driver. All automatic transmissions must have reverse lockout and a working neutral start safety switch .

TWO-WAY RADIO COMMUNICATION: The use of two-way radio communication is permitted in some classes, see specific class requirements for details. Telemetry function prohibited. All on board radios must be securely mounted with a positive retention device.

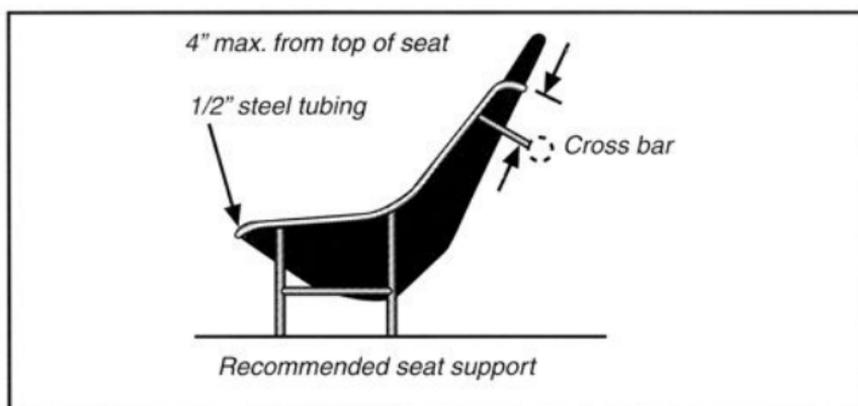


Figure 14: Seat mounting

UPHOLSTERY/SEATS: The driver's seat in any car in competition must be so constructed, braced, mounted and upholstered that it will give full back and shoulder protection to the driver in the event of a car upset, spin-out or collision. The driver's seat must be supported on the bottom and back by the frame or cross member. All seats must be upholstered or as noted under class requirements. Properly braced, supported and constructed seats of aluminium, fiberglass or carbon fiber are acceptable. All seats must have a minimum 24" high seat back.

VENT TUBES: (BREATHERS) All tubes must vent into frame or chassis or IHRA approved expansion tank. Positive locking crank case breathers are mandatory on all entries running 7.99 or quicker 1/4 or 5.49 or quicker 1/8 mile. See class requirements.

WHEEL BASE: On cars required to maintain stock O.E.M. wheel base, a 3/4" allowance for wheel alignment will be allowed. However, left to right variation cannot exceed one inch.

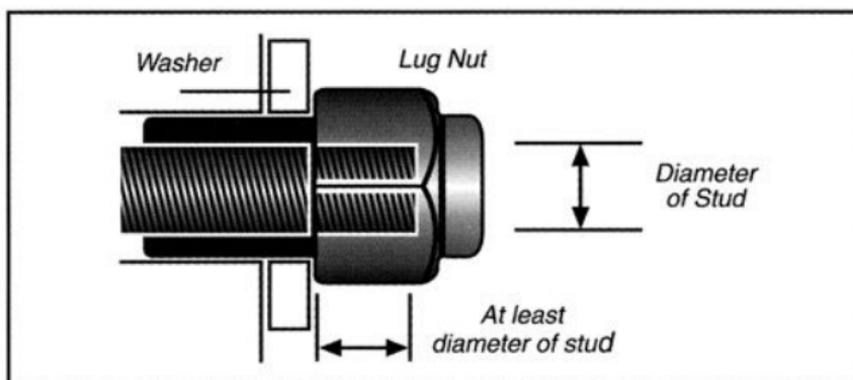


Figure 15: Wheel mounting

WHEELS & TIRES: Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, spindles, axle nuts, cotter pins, etc. Snap on hubcaps or tie wrap wheel covers are not permitted on any class car during competition. Tires will be visually checked for condition, pressure, and must be considered safe by the Technical Committee prior to any runs by the car. Recapped tires are prohibited. All street tires must have a minimum of 1/16" tread depth. Each car in competition must be equipped with automotive type wheels with a minimum 12" diameter, unless class requirements stipulate otherwise. Motorcycle wheels or light weight automotive wire wheels must be equipped with .100 inch minimum diameter steel spokes, properly cross-laced to provide maximum strength. All spoke holes in rim and hub must be laced. Omissions to lighten wheels are not permitted. A minimum tire pressure may be enforced by the Technical Committee at any time. A maximum of two (2) inch offset will be allowed in TF, PFD,PNFC and TD front axle. All other classes will be allowed one inch offset. All wheel studs must project through wheel both front and rear when recessed after market nuts are used. All wheel studs must project through lug nut when stock nut is used. Titanium wheel studs are prohibited on entries in TF, PFD, and PNFC . Vehicles with missing studs will be prohibited from competition.

Metal screw-in valve stems mandatory in tubeless tires front and rear of all entries running 11.99 and quicker 1/4 mile or 7.49 and quicker 1/8 mile. All cars running in TF, PFD and PNFC, all altered cars, and all Dragster Divisions must use an approved racing tire on front as well as rear of car.

WINDOW NET: If class mandates a roll cage the entry must have an SFI 27.1 safety net properly attached. Net must be secured on inside of roll cage at the bottom. The bottom can be attached with a 7/16" rod through the net, hose clamped to cage. The top may be clipped to eye bolts installed to roll bar. Net must fasten at the top and be permanently mounted to bottom. Net must extend forward to within two inches of the farthest back portion of the steering wheel.

WINDSCREENS: On open-bodied cars, or any other class car permitted to enter competition without a windshield, a metal, or other fireproof deflector must be installed. Minimum size on Street Roadster & Altered class cars is 5" x 12". The deflector should be so constructed that it will divert wind, liquids, foreign matter, etc., over the driver's head, be securely mounted, and installed in such a manner that it does not in any way obstruct the driver's frontal view.

WINDSHIELD & WINDOWS: Windshields, and/or windows on all competition vehicles, when listed under Class Requirements, must be OEM or of IHRA approved material. Vehicles equipped with OEM style glass must ensure it is as supplied by the manufacturer and free of chips, cracks or holes.

SPECIFICATIONS

Following is a list of all Specifications applicable to IHRA Drag Racing, with respective expiration periods. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an IHRA event. Specifications are available from the SFI Foundation. Phone: 858.451.8868 Internet: www.sfifoundation.com

SFI EXPIRATION

SPEC. NO.	DESCRIPTION	EXPIRATION
1.1	Replacement Flywheels and Clutch Assemblies	2 Years
1.2	Multiple Disc Clutch Assemblies	2 Years
1.3	Nitro Methane Drag Race Multiple Disc Clutch Assemblies	1 Year
1.4	Alcohol Drag Race Multiple Disc Clutch Assemblies	1 Year
1.5	Multiple Disc Clutch Assemblies for Supercharged, Nitrous Oxide-injected, and Turbocharged Vehicles	1 Year
2.1	Rear Engine Dragster Roll Cage - 6.29 and quicker	2 Years
2.2	Front Engine Dragster Roll Cage - 6.29 Seconds & Quicker	2 Years
2.3	Rear Engine Dragster Roll Cage - Top Fuel Entries	2 Years
2.4	Front Engine Dragster Roll Cage - 6.30 to 7.49 Seconds	2 Years
2.5	Rear Engine Dragster Roll Cage - 6.30 to 7.49 Seconds	2 Years
2.6	Front Engine Dragster Roll Cage - 7.50 Seconds & Slower	3 Years
2.7	Rear Engine Dragster Roll Cage - 7.50 Seconds & Slower	3 Years
3.2	Fire Protection Material (Technical Bulletin)	N/A
3.2A	Driver Suits/1,/3,/5	N/A
3.2A	Driver Suits/10,/15,/20	5 Years
3.3	Driver Accessories	N/A

4.1	Automatic Transmission Shields (rigid)	5 Years
4.1	Automatic Transmission Shields (flexible)	2 Years
6.1	Containment Bellhousing for SFI 1.1 & 1.2 two disc maximum Clutch Assemblies used only on naturally aspirated vehicles	5 Years
6.2	Containment Bellhousing for SFI 1.3 & 1.4 Clutch Assemblies	2 Years
6.3	Containment Bellhousing for SFI 1.2, 1.4 or 1.4	2 Years
7.1	Lower Engine Containment Device	1 Year
8.1	Remote Fuel System Drive Assembly	N/A
9.1	Front Wheel Drive Vehicle Bellhousing Shields	5 Years
10.1	Funny Car Roll Cage	2 years
10.2	Funny /Altered Car Roll Cage 6.00 to 7.49	2 years
10.3	Funny /Altered Car Roll Cage 7.49 and slower	3 years
10.4	Slide Steer Roadster 7.49 and slower	3 years
10.5	Nitro Funny Car Roll Cage	2 year
14.1	Supercharger Restraint Devices	2 Years
14.2	Alcohol Supercharger Restraint Devices	2 Years
14.21	Screw-Type Supercharger Restraint Devices	2 Years
14.3	Nitro-Methane Fuel Supercharger Restraint Devices	2 Years
14.4	Containment Valve Covers/Valve Cover Shields	2 Years
15.1	Drag Race Drive Wheels	N/A
15.2	Drag Race Front Wheels	N/A
15.3	Top Fuel and Funny Car Drag Race Drive Wheels	N/A
16.1	Driver Restraint Assemblies	2 Years
17.1	On Board Fire Extinguishing Systems	N/A
18.1	Crankshaft Hub Harmonic Dampers	N/A
21.1	Power Turbine Containment Device	2 Years
23.1	Supercharger Pressure Relief Assemblies	2 Years
24.1	Youth Helmets	N/A
25.1	Full Bodied Car, Tube Chassis Roll Cage - 7.49 Seconds and Quicker; 2,800 Lbs. Maximum	2 Years
25.2	Full Bodied Car, Tube Chassis Roll Cage - 7.49 Seconds and Quicker; 3,200Lbs. Maximum	2 Years
25.3	Full Bodied Car, Tube Chassis Roll Cage - 6.50 Seconds and Slower; 3,600 Lbs. Maximum	2 years
25.4	Full Bodied Car Tube Chassis Roll Cage - 7.50 to 8.49 Seconds; 3,600 Maximum	3 Years
25.5	Full Bodied Car Stock or Modified/OEM Floorpan and Firewall with OEM Frame or Uni-Body Construction - 7.50 to 8.49 Seconds; 3,600 Lbs. Maximum	3 Years
27.1	Window Nets (Mesh)	2 Years
27.1	Window Nets (Ribbon)	NA
28.1	Fuel Cells	N/A
29.1	Automatic Transmission Flexplates	3 Years
30.1	Automatic Transmission Flexplate Shields	5 Years
31.1	Flame Resistant Open Face Motorsport Helmets (SA)	N/A
31.2	Flame Resistant Closed Face Motorsport Helmets (SA)	N/A
34.1	Screw-Type Superchargers	3 Years
37.1	Roll Cage Nets	N/A
38.1	Head and Neck Restraint System	N/A
40.1	Abrasion Resistant Driver/Rider Suites	N/A
41.1	Open Face Motorsport Helmets SN (M Rating)	N/A
41.2	Closed Face Motorsport Helmets SN (M Rating)	N/A
42.1	Steering Wheel Quick Disconnect/Release	N/A
45.1	Roll Cage Padding	N/A
46.1	Nitro-Methane Fuel Motorcycle Engine Restraint Device	N/A

GENERAL

RACE REGULATIONS

The procedures and regulations set in this book shall be followed at all IHRA sanctioned events. These are a guide toward a universal racing goal, and interpretation will be made by the Director of Competition. His decision shall be final.

ALL ENTRIES MUST COMPLETE THE TECHNICAL INSPECTION PROCEDURE PRIOR TO COMPETITION.

Adjustments may be made at any time if a particular combination is determined to have an unfair competitive advantage in a particular class.

IHRA reserves the right to determine the validity of any race or elapsed time in the event that the contestant deliberately attempts to discredit the run.

All drivers entering IHRA National or Pro-Am events must be IHRA members, have a current IHRA Competition License and number for the class entered, and driver must display his/her IHRA permanent number on vehicle. Violation may mean disqualification and loss of points.

In order to compete in an event contestants **MUST** prominently display IHRA Motorsports, IHRA Drag Racing Series, Pro-Am Divisional Tour and Selected Series decals on both sides of their vehicle, in addition to the Event decal.

ANTIFREEZE: Antifreeze is prohibited from being in the vehicle. Violations may result in disqualification at the discretion of the event director.

BREAKOUT: On any run of a handicap eliminator if both cars break out, the car breaking out the least will be declared the winner. If both cars break out the same amount, the "first-to-finish" shall be declared the winner.

BURNOUTS: Limited to one across starting line for TF, PFD, PNFC, TS, TD, QR and Top ET. Prohibited in all other classes. One warning will be issued at the discretion of the race director for any violation.

All pre-race burnouts are restricted to designated area, using water only. Race Director has the option to modify burnout regulations as conditions warrant. If a contestant's car should break on a burnout, it is permissible to push it back if time permits. No additional crew members may proceed down the track to assist in pushing the entry back unless instructed to do so by an IHRA official. It must be pushed by IHRA officials and/or original down track "back-up" crew members only. The timeframe associated with waiting for the car being pushed back is determined solely by the starting line officials. If the entry cannot back up or be pushed back, it is not allowable to turn around on the track and drive back to the starting line. Crossing the center line during a burnout is not an automatic disqualification unless such action is deemed to be careless or hazardous to the vehicle in the other lane, in which case the director may, at his sole discretion, disqualify the offending driver from further competition in that event. Holding of cars in the water box prohibited unless approved by safety director. All water in burnout area to be put down by officials only.

BYE RUNS: Bye runs must be made in all categories. The driver must stage under the vehicle's own power. Lane boundary line crossing and red light disqualification rules do not apply on bye runs. Bye Run Winners do not need to stop at the scales or fuel check unless they elect to do so to have the run validated for lane choice, record setting purposes, etc.

CHANGING CARS OR CLASSES: Once the competitor has completed the inspection process and has been classified, no changes of class or category are permitted. Entries may not change classes, eliminator categories or withdraw from competition after they have entered the staging lanes for qualifying or time trials. If a driver is entered in an eliminator and is defeated (or breaks), he may change to another eliminator (or car), only if Tech is still open for the class he wishes to enter. If Tech is closed for that class, he is out of competition for that event. If the event is rescheduled with qualifying open, class or eliminator changes are permitted. Advance notification to the IHRA competition department is mandatory.

A driver may qualify a car and then withdraw the car from competition, and enter another car providing Tech has not closed, and a qualifying session remains. When a driver switches cars, the qualifying position and any points earned by the first car are forfeited. No competition vehicle may be used by more than one person during an event. If a competitor wishes to change to a different vehicle, it must be a new entry and not one that has been previously qualified by a different driver. No competition vehicle may be used by more than one person during an event. If a competitor wishes to change to a different vehicle, it must be a new entry and not one that has been previously qualified by a different driver.

Once eliminations have begun, switching cars is prohibited. You must finish eliminations with the car you started with except as listed below.

All Competitors: If an event is rained out and qualifying is complete, you must compete with the car you qualified at the rescheduled event. This rule may be waived if there is an extensive amount of time between race dates with permission from the competition department. A contestant may not set records or qualify with one vehicle, then compete in eliminations with another vehicle.

CONTINGENCY AWARDS: Class and qualifying contingency must be verified immediately after final qualifying session. Winner and Runner Up contingency will be verified after the final round of eliminations. To be eligible for contingency awards, the following criteria must be adhered to:

1. Decals must be placed on both sides of the vehicle on a vertical surface unless the individual sponsor approves another location. Decals must be visible in IHRA official photo used for contingency verification. Failure to comply with this rule will result in loss of contingency for product in question. Non-visible areas are: running board surface, decklids, rear of vehicle and rear window.

2. All decals and products must be on the entry prior to the first round of eliminations. ANYONE APPLYING DECALS AFTER THE FIRST ROUND OF ELIMINATIONS WILL FORFEIT "ALL" CONTINGENCY AWARDS FOR THAT EVENT.

3. Any competitor attempting to falsely collect contingency awards for products not on the vehicle will forfeit all contingency for that event and may lose all claims for the season. All components included for contingency verification must be functional and accepted for use in the category / eliminator for which the claim has been submitted.

4. Decals must not be altered or overlaid without permission of sponsor. Altered includes but is not limited to changes in color, size, shape or decal content. The respective sponsor must notify IHRA contingency dept. in writing of such permission to alter decals for claims.

5. Sponsors may have additional requirements. Specific information is available in contingency central on ihra.com or by contacting the IHRA contingency department at the corporate office.

6. As a courtesy, some sponsors provide contingency decals to IHRA that are available in the tech trailer. Available decals are distributed until tech is closed for the competitors class. All decals must be on the competitors vehicle prior to first round of eliminations. Not all decals are available through IHRA.

7. IHRA is not responsible for unpaid claims. The driver/owner must contact the manufacturer direct. IHRA may assist under certain circumstances.

8. Mandatory decals - IHRA decal and Series sponsor decals.

9. Competitors may not display their sponsor's product from their pit space unless their sponsor is part of the IHRA contingency program. Competitors may display sponsor banners, product catalogues or promotional brochures from their pit space.

10. Competitors who attempt to claim awards for multiple products from different companies, connected in series on the entry, will be denied. (Ex. 2 ignitions systems, fuel pumps , etc.)

11. All winners and runner ups are required to have pictures taken at Winners Circle. Failure to do so may result in loss of contingency awards as photographic confirmation of all claims are required.

CO-RIDERS: Riders allowed in vehicles running 14.00 (8.75 1/8 mile) or slower. Rider must comply with same safety guidelines as the driver.

DAMAGED CARS: If a car is damaged or has a minor problem after it pulls into the staging lanes, the car will be permitted to make the run (at the Race Director's discretion), but repairs must be made before the next round. NOTE: The damage must have occurred in the lanes or on the track, and not before the car pulled into the lanes. An unsafe car will be disqualified.

DIAL-INS: No dial-in may be changed after the entry has left the head of staging, unless approved by the race director. Dial-ins may not be changed in the case of a re-run. At any event with functioning scoreboards that display the "dial-in" any racer "staging" his car has accepted that dial in, right or wrong.

Vehicles competing in Super Stock and Stock categories are not allowed to "Dial-In" slower than their established IHRA National Index.

During eliminations, vehicles of the same class will be run "heads up" with no breakout in Super Stock and Stock. In Top Sportsman and Top Dragster, you may not dial more than .10 slower than the slowest official qualified entry. Lane choice in TS and TD will be based upon the lowest dial in.

DUAL INFRACTIONS: In the case of dual infractions on a competitive run, the car making the worst infraction will be disqualified. If infractions are of an equal rank, the first infraction shall be disqualified. In cases where both opponents in a race have mechanical difficulties prior to the start, every effort will be made to determine a winner

and a loser of the contest. When possible, this includes the allowance of a reasonable time period for the contestants to make adjustments and repairs, then to complete the race. This rule also applies to cars making single runs.

ENGINE SIZE: All contestants in weight to cubic inch classes must claim exact inch displacement of engine used. No allowances will be given for over bore or extra weight. If engine size is changed during a race, the competitor must report to the technical department supervisor before a run is attempted.

LANE / BOUNDARY CROSSING: ANY RACE CAR TOUCHING ANY MARKER LINE DURING THE MEASURED RACE WILL BE DISQUALIFIED.

In situations where multiple boundary lines are utilized, the line directly adjacent to the competitors racing lane will be used for reference. In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire touches the painted line surface. Contact with guard railing, barriers, or any other track fixture (i.e. "Christmas tree," "A frames," timing equipment, cones, foam reflector block, etc.) is grounds for disqualification. Decorative painting on the track surface does not constitute a boundary violation. Intentional crossing of boundary lines to leave track or to avoid depositing debris on strip is not grounds for disqualification.

In situations where a driver is making a single run in eliminations, he is considered the automatic winner once he stages under power and receives the start (see also: Bye Runs). Lane boundary line crossing and red light disqualification rules do not apply on single runs.

LANE CHOICE: All set qualified eliminators will determine lane choice for the first round by qualified position. After first round, low ET of previous round will determine lane choice for all Pro classes. (In event of a "missed" ET, most previously recorded ET will be used.) In Top Sportsman and Top Dragster, lowest dial in determines lane choice for all rounds of competition. In all of the non-qualified (All Run) eliminators, lane choice and run order will be determined by coin toss or competitor agreement once the entries are placed on a ladder sheet, (Super Stock and Stock-all rounds, Hot Rod, Super Rod, and Quick Rod-after 1st round.) A competitor has until the signal is given to start the burnout, to declare which lane he chooses.

All Professional class cars shall alternate lanes on qualifying sessions as per run card. Failure to run your assigned lane will result in loss of that qualifying run. (For rescheduled event Time Trials, where only one time trial is given before going into eliminations, lane choice and run order will be done randomly by a card system.)

BYE RUN AND LANE CHOICE PROCEDURE: (Pro Am and TOC Events): The procedure for selecting the bye run in the non-qualified classes (HR, SR, QR, TS, TD) will be based upon the best winning reaction time from the previous round. A tech card will be selected at random for the bye run in round 1. If there is not a bye run in the round, the competitor selected will have lane choice except in TS and TD in which the competitor with the quickest dial in will continue to have lane choice. If there is a tie it will be broken by the best package. If still a tie, it will be the competitor who recorded the time first.

MULTIPLE CLASSES / CARS: No car will be allowed to enter/race in 2 classes, including ET at Nitro Jam Events. A contestant cannot drive in more than two classes at the same event. Note: IHRA class cars may also run ET Bracket race at Pro-Am Events.

NUMBERS: Permanent Numbers required for all entries at all Nitro Jam Events. Numbers must be a minimum of 4" high. It is mandatory that your IHRA competition number be clearly visible on all appropriate sides of your vehicle. Shoe polish or any other temporary process is not acceptable. If your vehicle has additional numbers visible on the car, they must be covered entirely prior to competition. (A line across the number is not acceptable.) Failure to abide by this policy may result in loss of qualifying attempt or elimination round.

PAIRINGS / LADDERS: In all sportsman classes a modified ladder is used in which the top 1/2 of the field is matched against the lower 1/2. (Example: 16 car field - 1 vs 9, 2 vs 10, 3 vs 11, 4 vs 12, 5 vs 13, 6 vs 14, 7 vs 15, 8 vs 16.) Example: 32 car field - 1 vs 17, 2 vs 18, 3 vs 19, 4 vs 20, etc.) In situations where fields are not filled, such as 14 cars entering a 16 car field, a 14 car ladder will be used, not a 16 car ladder. All Run fields randomly paired 1st round. Once established, ladders are not changed except as noted for required rescheduling. Any discrepancy listed on the qualifying sheets must be rectified before the start of the next qualifying session or it will stand as posted.

In all random pairing classes, the practice of parking at the rear of the staging lanes and selectively pulling in behind or beside specific competitors will not be tolerated. All competitors must enter the lanes upon arrival at the rear of staging.

IHRA reserves the right to "randomly shuffle the competitors at the rear of staging area to ensure that fair competition is being adhered to.

QUALIFYING/ALTERNATES: All classes must qualify during the officially assigned times at all events. These qualifying time periods shall be issued by the Race Director, and may be amended by him at any time, before or during the event.

All qualifiers must have a valid elapsed time recorded in order to be placed into elimination competition. A valid elapsed time consists of accepting the green light, crossing the finish line under power and going through scales and fuel check if required. In "All Run" fields, the event director has the option of placing non-qualified entrants into the field. No class changes are permitted after a competitor has made a qualifying attempt in SS or Stock.

If a competitor in a qualified field improves his qualifying position and fails to stop at the scales, he will be removed from the qualifying order entirely.

In the event of a tie for a qualified position, the car with the highest speed will be given the highest position. If a tie exists for speed also, the first car turning the qualified time shall be given the highest position.

Alternates will be admitted in all qualified fields (only for first round) at Nitro Jam Events. Alternates will be seeded into the ladder in the place of the qualified car that was unable to make the call. If an alternate is seeded into the ladder, the alternate will have the ability to win first round money (no points) if he wins the round. Should the alternate lose first round, the first round money will go to the qualified car that was unable to compete. The qualified car will continue to receive first round points. See Alternates section under Points.

In certain situations, IHRA may determine the qualified field (at Nitro Jam events) using a points system.

A qualifying session that has already been started does not have to be completed to count towards qualifying if it is interrupted. If a qualifying session is rained out or cancelled any runs that were completed up to that point will count toward qualifying, even if that session happens to be the final session prior to eliminations.

If only one qualifying session is completed prior to eliminations in TS and TD, all competitors will be permitted to run eliminations with the slowest dial-in being the maximum dial for the class.

If any reason causes a special "shootout-showdown" qualifying session to be canceled, ETs turned in the most previous qualifying session will be used for the special "shootout-showdown" times.

In Super Stock and Stock Eliminators, IHRA will be taking steps to equalize the competitive field of the two eliminators. Any vehicle that exceeds its respective standard of -1.40 (1/4 mile) or -1.15 (1/8 mile) during qualifying will be required to submit the vehicle for inspection by the IHRA Technical Department. Upon completion of the technical inspection which may include an engine teardown, fuel sample check, and/or a visual inspection, the competition vehicle may have an increase in its horsepower rating or an adjustment to its standard. Competition runs made during class runoffs or eliminator rounds will not be included in the process. In Super Stock Production, when a competitor makes a run of -1.40 (1/4 mile) or -1.15 (1/8 mile) that competitor will have that amount lowered from their standard and will be in effect at the next event. Example: a competitor who runs -1.45 under their standard will have their standard lowered -.05 and will be the new standard beginning with the next event.

REFUELING: Refueling is not permitted once the engine has been started for a competitive run, unless instructed to do so by an IHRA official.

REINSTATEMENT: There is no reinstatement policy, even if the winning car is unable to return.

RE-RUNS: All runs will stand, except interruptions caused by electrical failure or weather. Incremental and speed variances have no bearing in determining an electrical interruption. If any "single" amber bulb is burned out on the competitor's side of the tree, the race will be re-run. Track conditions, interference from the car in the other lane, etc will not constitute a re-run. Cars will run in the order they are paired. This includes qualifying and eliminations. Dial-in and lane choice will not change on the re-run.

RETURN ROAD: All contestants must keep their speed to a minimum on the Return Road. Violation will result in disqualification.

SCALES: On all qualifying attempts and record runs, each car in TF, PFD, PNFC, TS, TD, SS, STK, and HR must go directly to scales and stop for weighing. Any competitor who bypasses the scales or fuel check on an official qualifying or elimination round, unless instructed to do so by an IHRA official, may be disqualified from the event.

All qualifiers, class winners, and record setters must report to tech immediately after Scales. All winning TF, PFD, PNFC, TS, TD, SS, STK, and HR entries must stop at the scales at the end of each round of eliminations at Nitro Jam Events, Pro-Am Divisional and Record events. If winner fails to stop at scales, he may be eliminated. The scale operators decision is considered final. Bye Run Winners do not need to stop at the scales or fuel check unless they elect to do so to have the run validated for lane choice, record setting purposes, etc. Receiving a time card marked "lose" exempts a driver from weighing. It is the driver's responsibility to present their entry for weighing.

Any driver with loose or illegal ballast will be disqualified from the event, as per decision of the technical department.

Note: A vehicle unable to weigh, because of an accident, etc., may be credited with a legal run, if so decided by the IHRA Competition Department.

STAGING: All race cars will be called to the Staging Area by the announcer. Only one call is required. Five minutes after the first call, any machine not appearing in the Staging Area will be subject to disqualification. Any car left unattended in the Staging Lanes may be disqualified. Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. If one of the vehicles fails to start, it will be given 30 seconds to fire before being disqualified. If an entry loses fire, the head of staging or starting line official has the authority to not permit re-firing of the entry if there is not time or if it would be unsafe for the competitors, crew or spectators.

Note: If a car is properly equipped with starter, battery, etc., but will momentarily not start, one (1) chance will be given to start the car in the lanes; however, it must be repaired before the next round.

After proper staging and receiving the starter's signal to go, it is not allowable to restage for a second attempt.

To be considered a round winner, the competitors Final Staging motion, using vehicle's applied power, must be in a forward motion going from pre-stage to stage position. The car's starter is not considered "applied power". Once the vehicle is staged it is considered in the race. Staging must be made with the front wheels only. Rear wheel starts prohibited. Failure to stage when so instructed by the starter or overstaging, or leaving the starting line before the timing system is activated, or leaving the starting line before the start system has been reset will result in no "E.T." for that run, and possible disqualification.

Courtesy Staging - Mandatory in all sportsman classes. (TS, TD, QR, SR, HR, SS, STK and Junior Dragster) Failure to courtesy stage will result in disqualification in eliminations at the discretion of the starter. Courtesy Staging - Both cars must Pre-stage before either car Stages. A car that accidentally lights both bulbs may be allowed to back up and re-stage correctly if time allows. If the tree is activated during this process and the entry is not re-staged he will be eliminated. The amount of time allowed for the second car to stage is predetermined by the "Auto Start" system, and not hurried because one car is already staged. (see Starting System below).

"Deep-staging" is prohibited in QR, SR, HR, SS and STK, and will result in disqualification.

Dual "Deep-staging" in QR, SR, HR, SS and STK shall result in disqualification of both offenders. In final round, both cars will be re-run. In all other classes, deep staging is permitted but not guaranteed. Deep staging is the sole responsibility of the driver. Special allowances for deep stagers do NOT need to be made by the starter and/or starting system.

STARTING LINE ACCESS: All professional crew members must display the proper starting line credentials, to pass the head of staging during competition rounds. Nitro teams are limited to a total of 9 crew members. All drivers and crew members must follow the instruction of security officer/s. Failure to comply may result in fines or disqualification and loss of restricted area access. Once a car is Pre-Stage in any class, all crewmen must be back behind the designated cones or line. Pro drivers may watch other pro runs from "Pro Viewing Area" only.

STARTING SYSTEM: At all IHRA Nitro Jam Events, Pro-Am events, and Team Finals events, the tree will utilize a blinder with the top bulb exposed. The top bulb will be turned directly toward starting line. Cones (glare reduction covers) will be placed on all bulbs. The "Rollout" at all National Events, Pro-Am Events and Team Finals events will be set at 11 1/2" for Pre-stage and 11 1/2" for Stage, with 7" between the beams. This will be set using a wheel 22" in diameter. "Auto Start" will be used in all classes at National Events and Team Finals events. It will also be used at Pro-Am Divisional Events when host track is equipped with "Auto Start" system. Once both cars are pre-staged and the first car stages, the second car has a predetermined amount of time to stage before the tree is automatically activated. This predetermined amount of time is referred to as "Time Out". If the second car fails to stage before the system "Times Out", it will be given a red light. The time out for each class is as follows:

Autostart Settings	Staged Minimum	Staged to Start	Total
Professional Classes	0.5	0.3	7
Top Dragster	0.6	0.9	10
Top Sportsman	0.6	0.9	10
Super Stock	0.6	0.9	10
Stock	0.6	0.9	10
Quick Rod	0.6	0.7	10
Super Rod	0.6	0.7	10
Hot Rod	0.6	0.8	10
ET Bracket/Team Finals	0.6	0.9	10
Junior Dragster (10-17)	1.0	0.8	15
Junior Dragster (8-9)	1.0	0.8	15

All C-44 Timing Systems Stage to Start will be 1.7 for all classes.

1. Stage Minimum is the amount of time tire breaks the beam to begin Auto Start.
2. Stage to Start is the amount of time both cars are staged to begin Auto Start countdown. Accutime programming may add an additional .2 for variance.
3. Total is when one car is pre-staged and staged, and the other car is only pre-staged, this is the amount of time left before tree activates.

In the Auto Start system, the tire must be in the stage beam for a minimum amount of time before the Auto Start begins. This "Staged Minimum" in Pro classes is .5 seconds and in Sportsman .6 seconds and Junior classes it is 1 second.

During eliminations, any sportsman vehicle starting a run before the tree is activated will be automatically disqualified. If both leave early, both will be disqualified. In final round, both cars will re-run.

In professional categories, if both competitors leave before the timing system is activated, the driver leaving first will be disqualified. If the race director is unable to determine who left first, both competitors will be disqualified.

NOTE: The Auto Start does not activate until two Pre-Stage lights and one Stage light have been lit. If one side has both Pre-Stage and Stage lights lit, the Auto Start will not activate until the second driver Pre-Stages.

TOW VEHICLES: See specific class regulations. All crew members, passengers, etc., must be in a seated position completely inside all vehicles. Crew members hanging on, standing or seated in unsafe places in the tow vehicles is prohibited. Exceptions to tow vehicle guidelines may be made upon documented written requests submitted to the IHRA Competition department.

VEHICLE IDENTIFICATION: A car is identified by chassis, not engine and body.

WARM-UPS: All vehicles when started for warm-up or testing procedures must have a qualified driver in the entry prior to starting the vehicle and be entirely within the confines or the participants designated pit area.

These rules and regulations are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants or spectators. These rules express no implied warranty or safety in any way.

Championship Points System

Racers will be recognized, and rewarded, for their accomplishments at Nitro Jam and Pro-Am Events.

The following system will be used to determine the 2011 IHRA World and Pro-Am Championships.

Professional Classes

The point structure for the various professional classes is available from the IHRA Race Operations department and on the competition page of ihra.com.

Pro-Am Classes

Drivers in Top Dragster, Top Sportsman, Super Stock, Stock, Quick Rod, Super Rod, and Hot Rod earn points at Pro-Am Races.

IHRA Pro-Am Tour Divisional Championship:

Pro-Am Championships will be determined in each division. Only points earned at Divisional races will count toward a Pro-Am Championship. Points will be earned in the following manner:

1. Each driver will declare a home division the first time he/she enters a Pro-Am Event. You don't have to live in the division. The first digit of the class number will signify division.

2. Contestants may not compete for Championship Points in more than one division in the same class.
3. Points will be earned from your best five (5) finishes at a maximum of eight (8) events. The eight (8) events may include any number in division and a maximum of four (4) outside your division to bring your total to eight (8). You must attend four (4) in division events to qualify for any season ending points championship or award programs. Points (entry and competition) will be earned at these events only. The total number of potential point claiming Pro-Am Events is your first 8. NOTE: If you do not attend 4 in division events, you Pro Am point total will drop to 0 after the last Pro Am event is concluded for the season.
 - A. Entry Points - are included in the charts that follow. If you do not qualify or run first round of eliminations you will be awarded 10 points for the event.
 - B. Qualifying Points - do not apply to Pro-Am races.
 - C. Entry Points -If you do not run first round of eliminations you will be awarded 10 points for the event.

2011 Pro Am points

Field Size	1st	2nd	3rd	4th	5th	6th	7th	RU	WIN
4 or less	40(4)							72(5)	95(6)
5 to 8	40(3)	50(4)						72(5)	95(6)
9 to 16	40(2)	50(3)	60(4)					72(5)	95(6)
17 to 32	40(1)	50(2)	60(3)	70(4)				82(5)	105(6)
32 to 64	40	50(1)	60(2)	70(3)	80(4)			92(5)	115(6)
64 to 128	40	50	60(1)	70(2)	80(3)	90(4)		102(5)	115(6)
129 & up	40	50	60	70(1)	80(2)	90(3)	100(4)	112(5)	125(6)

(The number in brackets is added to the competitors total if the racer is competing in their home division)

Points "General Rules":

Any and all points earned during an event are not awarded or recorded until the conclusion of the event.

ELIGIBILITY: (See also, Eligibility & Identification Requirements) In order to compete in an event and receive points and purse, contestants MUST prominently display IHRA Motorsports, IHRA Drag Racing Series, Pro-Am Divisional Tour and Selected Series decals on both sides of their vehicle, in addition to the Event decal. Requested location for the IHRA Drag Racing Series decal is high on the rear quarterpanel or wing. Requested location for the IHRA decal is on the side of the cowl or door, near the driver's shoulders.

Drivers and crew are asked to wear an IHRA patch on firesuits and uniforms. Requested location is the upper chest.

The contestants must also have a valid IHRA license, their vehicle must pass tech, and both the driver and the vehicle make at least one qualifying attempt during the classes scheduled session.

ALTERNATES: If an alternate is seeded into the ladder in place of a qualified car, the alternate will have the ability to win the first round money (no points) if he wins the round. Should the alternate lose first round, the first round money will go to the qualified car that was unable to race. The qualified car will continue to receive first round points.

RESCHEDULED EVENTS: If an event is rescheduled, the qualified entry must return to the event to retain its qualified position. If it does not return, it will be removed from the qualifying as if it was never there. In this case the field size will be set by the returning cars, and the field will be moved up and a new ladder will be constructed. All racers, whether they return or not, will receive entry points from the original event. Points are accrued at the conclusion of the re-scheduled event. See Rainout Policy.

TRANSFERRING POINTS: Points may not be transferred from one category to another, or from one driver to another.

POINTS & POINT FUND MONEY: Points & Point fund money are awarded to the driver and not the car. If a pair of competitors are no shows in eliminations, they are both awarded points and round money based upon the last round competed in.

MULTIPLE CLASSES: A driver may earn points and drive in up to two categories per event. He must have a different car for each class.

CHAMPIONSHIP TIES: The first choice in breaking a tie for the IHRA Championship will be head-to-head competition between the competitors during the season. If this is not an option, the tie will be broken using the scale listed below.

TIES: Ties for the remaining places will be broken as follows: 1. Most event win points; if still a tie: 2. most event runner up points; if still a tie: 3. most round points; if still a tie: 4. most record points; if still a tie: 5. most qualifying points; if still a tie: 6. most races attended; In division events are considered first when used as a tie breaker for Pro-Am championship. If still a tie, most total divisional events attended will then be considered: 7. head to head competition 8. If still a tie, furthest in competition at a single event: if still a tie, the money and awards will be split. This is the only method you can use in keeping your points total. Divisional ties will be broken based upon divisional only.

PROTEST: Points protests must be filed within 48 hours after event conclusion.

SPORTSMAN RECORDS: Competitors may set records at select events.

ANY DRIVER FOUND ILLEGAL AT ANY TIME MAY BE REQUIRED TO FORFEIT ALL POINTS.

ANY DRIVER OR CREWMAN USING OTHER THAN PROPER CREDENTIALS MAY LOSE ALL POINTS FOR THE SEASON. ALL CREDENTIALS MUST BE VISIBLY WORN AT ALL TIMES.

Permanent Number System

2010 Top 10 Point Finishers (National): Number 1 through 10 preceded by Eliminator Code (Ex. Top Fuel Champion = "TF 1")

2010 Top 9 Points Finishers (Division): Number 1 through 9 preceded by Eliminator Code and Division Number (Ex. Division 4 Top Sportsman Champion is TS 41.)

Categories	Code
Top Fuel	TF
Pro Fuel Dragster	PFD
Prostalgia Nitro Funny Car.....	PNFC
Top Dragster.....	TD
Top Sportsman	TS
Quick Rod	QR
Super Rod	SR
Hot Rod	HR
Super Stock	SS*
Stock	STK*

*Attn. Super Stock and Stock competitors: the above code will not be used as a prefix to car numbers. Individual class designations will precede number, (ex. SS/HA for Super Stock)

Permanent Numbers for Pro-Am Tour racers will be comprised of a three or four digit number, where the first digit is the number of the division in which the driver wishes to claim points.

NOTE: Permanent Numbers required for all entries at all Nitro Jam, Pro-Am and Team Finals Events. It is the competitors responsibility to secure permanent numbers prior to entering the event.

Numbers and Class Designations must be a minimum of 4 inches high. No other numbers may be displayed on the entry.

Record Setting Procedure

Two passes are required within allotted time periods. One run must be under record, and one must be a backup of at least 1% of sub-record time. Whenever a record attempt is successful, the entry must report DIRECTLY to the Scales. In the case of ties for an ET record, the participant who records the highest mph will be used to as a tie break for the elapsed time record. If still a tie the competitor who establishes the record first will be considered the record holder. The competitor who holds the record at the conclusion of competition shall be considered the "New" record holder and be awarded all related points.

PRO RECORDS: Records may be set and backed-up by Professional entries during qualifying or eliminations. Professionals may set MPH and ET records independently. Championship points do not accrue with MPH records.

SPORTSMAN RECORDS: Sportsman record and back-up runs are only allowed during qualifying at Pro-Am Events and Record Meets. No Sportsman records established at Nitro Jam Events unless advertised as a Record Meet. A driver can only set a record, for a particular class, once a year unless that record is reset by another competitor. A competitor may not set records in one car and race eliminations with another. Sportsman MPH records must be set in conjunction with ET records only. No points will be awarded for setting records.

Rain Outs/Refunds

PROCEDURE: If an event is rained out, IHRA may reschedule that event, and a new schedule of qualifying and eliminations will be announced at that time.

If an event is postponed after qualified fields have been set, field size will be determined by the number of returning cars and qualifying will be computed as follows at the rescheduled event. In TS and TD the qualifying for any drivers who did not return for the rain date will be stricken from the record (as if they had not participated) and their vacated positions will be filled by returning qualifiers and alternates. The maximum dial in may change from the original event. For instance, in the TD category, where #2 qualifier is unable to return, #3 qualifier will move up to #2 and everyone behind him will move up, leaving the last spot to be occupied by the first alternate and so on. In SS and STK, first round pairings will be conducted on a random basis and first round times will determine subsequent round pairings. The Rod Classes will run as they normally would. If an event is rescheduled once eliminations have begun, a "placeholder" of 0 will be inserted into that event's point total. The actual point total will replace the "placeholder" at the conclusion of the event. This will assist all competitors in tracking potential event claims.

Status of returning Sportsman cars must be declared 1 hour prior to rescheduled 1st round starting time. If the returning driver is not at the track, but notifies the timing tower that he/she will be there, they must be in the staging lanes once pairing for that class has begun. If he/she is not ready at that time, the 1st alternate will be put in their place and all points and monies won will go to the alternate.

If first round is completed, any professional class runs that were made before session was rained out or cancelled, will count.

If any reason causes a special "shootout/showdown" qualifying session to be canceled, ETs turned in the most previous qualifying session will be used for the special "shootout/showdown" times.

If an event is rained out and rescheduled for a different weekend, a courtesy time trial may be given to the returning entries. Returning entries, from an uncompleted qualifying session, will make their qualifying attempt at the end of the time trial session for their class. However, they will only be allowed the qualifying attempt and not a time trial in addition to the qualifying pass.

Pro Classes: If an event is rained out and qualifying is complete, you must race the car you qualified at the rescheduled event unless a change has been approved by the competition director.

Vehicle changes when permitted require advance notification and approval of the Race or Tech Director. The new vehicle will occupy the same qualifying position as the original entry.

POLICY: There will be no refund of the Car and Driver Entry Fee at any Nitro Jam or Pro Am Events except for the following conditions:

1. The entry does not pass technical inspection.
2. The entry breaks before it has attempted to make a run at the event. The entry will be considered making a run once it has passed the head of staging and entered the burn out area.
3. Note: there is no refund for disqualifications.

Rain Outs - In the event that a participant is unable to return on the rescheduled date of a rained out race, the participant may transfer his entry to another similar (Nitro Jam to Nitro Jam/Pro-Am to Pro-Am) event.

- The racer must send his original car/driver ticket or wristband to IHRA, Attn: RainOut, 9-1/2 East Main Street, Norwalk, OH 44857; postmarked within 10 days after the rescheduled event.
- Upon receipt of the car/driver ticket or wristband, IHRA will issue a credit voucher for the car and driver entry. This voucher must be used within 12 months and may only be used by the original participant.
- To redeem, present the voucher along with a \$50.00 per entry transfer fee at the gate when purchasing your entry.
- Crew passes are non-transferable from one event to another. If the event is rescheduled crew tickets are valid for the rescheduled date OR crew tickets will be honored at the same event the next season and may be exchanged at the IHRA credential location if the competitor transfers out of the original event.
- Competitors who have lost their original car and driver wrist band will be charged a crew admission upon return to the re-scheduled event.

Pit Procedures and Rules

All entries must cooperate with Pit Control and pit in your designated pit area or as directed. Sportsman parking limited to 18-20 feet wide as needed including awning and slide out. Pro parking limited to 25 feet wide including awning and slide out. Two (2) Pro cars in one trailer will receive 36 feet. Multiple Sportsman cars will be awarded space as needed. If two sportsman cars are in one trailer, the rig will be parked with the fastest class. If two cars come in separate trailers and wish to park together, both rigs will be parked with the slowest class. If a transporter is occupying space in the pit area, it must be utilized to carry and service an entry that is competing at the event. The rear doors on all transporters must be closed during competition. Sportsman competitors must display class and permanent number on the rear of the transporter.

PARKING-Attn. Pro Am Competitors: the practice of saving adjacent pit spaces once you are parked is prohibited. If you want to park beside someone, you must arrive and park at the same time.

All generators must incorporate a device that will prevent dangerous exhaust fumes from entering adjacent pit spaces. It is advised that the device extend above the roof of the transporters. If your generator does not exhaust in your pit, it is your responsibility to ensure that the exhaust is not creating a problem for the participants adjacent to you. All portable generators must be placed within the confines of your designated pit area.

All pit vehicles including minibikes, 3 and 4 wheel cycles must be operated in a safe and responsible manner at all times. Mini bikes, golf carts, four wheelers, etc., must arrive with the race car in the transporter. Separate vehicles with mini bikes, golf carts, four wheelers, etc., are not permitted. Anyone operating a pit vehicle must have a valid drivers license from their state of residence. All pit vehicles must display the race car number. Limited to one person per seat on the vehicle.

The driver of the race car will be held accountable for the enforcement of all rules in this section and will be subject to disqualification for any violations.

Participant Conduct

Each member and/or participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any IHRA sanctioned event.

Any participant (driver, crew, friend, etc.) who is caught operating a vehicle in an unsafe manner may be disqualified from the event or series based upon the severity of the offense.

All competitors must remain in their vehicle until it reaches the return road. All competitors must refrain from removing or loosening safety equipment while on the racing surface. In the event of an accident, drivers in close proximity to the accident must refrain from going to the accident scene. We realize that you may be trying to help; however, recent accidents have validated the danger that you may be placing yourself in by going to the scene. We need to emphasize the importance of not stopping your vehicle on the racing surface as well as proceeding in a timely fashion to the end of the track in the event of an aborted pass. These actions delay our program as well as make you sit in the hot protective clothing longer than necessary. Each member and/or participant expressly agrees that the act of entering an IHRA sanctioned event shall constitute an agreement by him to be bound by all the rules and regulations covering the event. The participant also agrees to be bound by any of the decisions of the Race Director, and to release the Race Director, and all other event officials, from liability for an alleged erroneous decision, and further gives IHRA the right to alter any photographs taken of his vehicle during said event.

It is your responsibility to keep control of your pet at all times while in attendance at IHRA events. It is mandatory that all pets be restrained on a leash at all times. Failure to comply with these requests may result in disqualification or litigation if your pet harms another person at any IHRA sanctioned event.

DRIVER CONDUCT: Any driver who refuses to voluntarily reduce speed, or stop in the event a car does not handle properly (i.e. excessive drifting of the car toward the center or the edge of the strip), or any driver who willfully fishtails or weaves in an attempt to show off with undue disregard for the safety of himself or spectators, will be immediately barred from further competition. If such conduct should take place during an Elimination run off, the race will automatically be forfeited to his opponent.

Any driver and/or pit crew member found to be under the influence of alcoholic beverages or drugs regardless of the amount, will be barred from the meet and this shall be considered sufficient cause for suspension and/or revocation of their competition privileges.

A participant is any person taking part in any IHRA event in any form, including but not restricted to drivers, car owners, mechanics, crew members, sponsors, track officials or

pit area observers. All such persons shall be considered public figures who have by their own choice become involved in IHRA racing events, with the full understanding that he or she must abide by the rules and regulations established and published or announced by IHRA. All participants are considered to be responsible for their personal conduct and must behave in a professional manner at all times. Any participant who verbally or physically threatens another person or behaves in a manner determined by IHRA to be detrimental to the event or sport may be suspended at any time.

In the event of an accident or medical emergency, the driver/s must be officially released by the IHRA physician on hand, before the competitor will be permitted to re-enter to competition.

Any action or behavior deemed detrimental by IHRA towards IHRA will result in disciplinary action and/or suspension or monetary fines.

Driver is responsible for the actions of his or her crew.

Any protests or appeals to general race regulations must be filed by the driver.

INTERFERENCE: In the event of an accident, crew or family members, or other drivers, etc. may not interfere with the Safety crew. Interference will result in fines, loss of points, suspension, which may be levied per person.

RACE CREDENTIALS: Wristbands or credentials must be worn at all times by drivers and their crew members. Bands that have been cut or altered will be considered null and void. Sneak-Ins or stowaways will not be tolerated. Teams found to have a member without a valid wristband or individuals with them that did not pay as crew or spectators will lose all points accumulated up to that point in the year, their race entry, and will be disqualified from the event.

The authority of the National Race Director to make decisions shall include and cover every facet of any kind in connection with the track, points system, conduct of the race, competition, behavior of contestants, and shall include the right to suspend, bar, expel, or disqualify without liability of any kind or nature. The National Race Director's decision shall be final. IHRA reserves the right to postpone, reschedule or cancel any race for any reason.

Gold Cards: IHRA Gold cards are awarded to our IHRA World Champions and Summit Pro-Am Divisional Champions. They are valid for the season stated on the card or expiration date. The cards are issued to the individuals and are not transferable. The card entitles the driver to one car and driver entry per Nitro Jam or Pro-Am event.

Silver Cards: IHRA Silver cards are awarded to our Summit Team Final Champions. They are valid during the year stated on the card or expiration date. The cards are issued to the individuals and are not transferable. The card entitles the driver to one car and driver entry at any weekly participating IHRA sanctioned track event.

Any person involved in the misuse of a Gold or Silver Card will be suspended from competition for 12 months from the date of infraction.

Second Entry policy: If a participant is racing more than one car, they must purchase a car and driver entry for each car. Realizing that the driver only requires one entry ticket or wristband, the second entry ticket or wristband may be used as an admission ticket by another person or crew member. The same policy applies to champions holding more than one gold or silver card and racing more than one car.

All competitors with the exception of Jr Dragster participants must be a minimum of 18 years of age to compete at IHRA Nitro Jam events.

Publicity

In consideration of being allowed to enter and by being issued credentials to an IHRA Event or an event at an IHRA member track, the vehicle owner, the vehicle driver, crew members, extra crew members, and other holders of event credentials (the "participant") agree as follows:

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

2) Participants hereby grant IHRA and its assigns (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their activities at the site of the Event before, during, and after the Event and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed;

3) Participants agree (a) that, without the prior written consent of IHRA, they shall not take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the Event for use other than personal, in

home use of the participant, or cause or permit others to do so or to use the same; (b) that IHRA shall have exclusive, worldwide, perpetual, and universal use of any pictures or recordings made or used in violation of this paragraph; and (c) that IHRA shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.

Participant Apparel Sales

Contestants participating at an IHRA Nitro Jam or Divisional event have the privilege of selling their race team's wearing apparel. Any wearing apparel sold must have the vehicle and/or driver identity on the clothing. Contestants may not sell any apparel that does not have either their vehicle or driver identification as a permanent part of the item. The allowable wearing apparel items that may be sold are: Hats, Headbands, T-shirts, Dress Shirts, Jackets, Sweatshirts, Sweatpants and Shoes. The sale of Sunglasses, Toys, Hearing Protection, Seat Cushions, Film, Cameras, Rain Gear, Umbrellas, Ticket/Credential holders and Can Coolers are strictly prohibited. Any items not specifically listed must be approved in advance by IHRA.

Team Sponsor Apparel: Contestants may sell wearing apparel promoting their sponsor. The guidelines are as follows - a) The apparel sold must meet the same criteria as outlined above, b) The sponsor must have primary major visual exposure on the race vehicle.

All artwork and related products must be IHRA accepted prior to selling at any IHRA event.

Illegal Drugs or Substances

1) Illegal Drugs, Definition: Illegal drugs are those substances defined and prohibited by state and/or federal laws.

2) General Prohibition: Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at any IHRA event, either on the Dragway, grounds, or in any area considered to be used in the operation of the Dragway.

3) VIOLATIONS AND PENALTIES: Any person found to be in possession of or under the influence of an illegal drug or drug substance at an IHRA event, as defined above, OR any person who is arrested by duly-constituted authorities and charged with use of illegal drugs or drug substances SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY IHRA:

a) Suspension from competition and eviction from all IHRA events, and denial of further entry in an IHRA event for a period to be determined by IHRA officials.

b) Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to management of the agency, shall be suspended from all forms of participation at IHRA events until such time as the charges are fully adjudicated through the legal process. Any participant convicted of a formal drug charge by such process of law will be prohibited from taking part in any IHRA event.

4) APPEAL AND HEARING: Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by IHRA, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.

5) REINSTATEMENT: A participant suspended for violation of these rules, EXCEPT IN THE CASE OF PERSONS CHARGED WITH SELLING DRUGS, may, as the result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant - at his or her own expense - will produce documentation from a physician licensed within the state, certifying that he or she is drug dependent, as a result of random and periodical examinations and urinalysis testing, made at the request of IHRA management.

6) PRESCRIBED DRUGS: If a participant is using prescription drugs on the advice of a physician, such must be reported to the racing director prior to the participant's entry into any IHRA activities. Failure to so notify will subject participant to penalties as described above.

Technical Protest and Appeals Procedures

The TECHNICAL DIRECTOR and/or the RACE DIRECTOR present at the event will have the authority to disqualify any organization, automobile or participant from a meet. They reserve the right to demand the tear down of any entry or pit for inspection at any time during the event without protest charge. This is known as an official protest. The time and place of the actual tear down will be determined by the Technical or Race Director. The protested car will be thoroughly disassembled by the car owner, driver or pit crew for checking by the tech director. Refusal to disassemble an entry will result in the disqualification of the car and/or driver indefinitely. Any further action will be at the discretion of the Race Director.

THE TECHNICAL DIRECTOR AND/OR THE RACE DIRECTOR RESERVES THE RIGHT TO REFUSE ANY PROTEST.

Protests must be submitted, in writing, to the Technical/Competition Director a minimum of two hours before eliminations begin. In order to file a protest, a competitor must be an owner or driver of a car that is entered in the same eliminator bracket as the car or driver that is being protested.

Protests will be submitted to the TECHNICAL DIRECTOR before any eliminator runs have begun. All protest fees must be submitted with the protest or the protest will not be accepted. The fees for the protest items are listed below:

- 1) Remove oil pan, 1 rod and piston, intake manifold and 1 cylinder head, check camshaft and all other visible items - \$700
- 2) Remove intake manifold, 1 cylinder head and check - \$350
- 3) Remove oil pan for visual inspection only - \$400
- 4) Check camshaft for lift and duration (cam will remain in engine) - \$300
- 5) Check for Delay Box - \$300
- 6) P&G check on engine displacement - \$200
- 7) Weight may be checked at any time - \$50.
- 8) Fuel check, may be checked at any time - \$50.
- 9) Cubic inch protest - \$700
- 10) Check supercharger, overdrive, automated shifter, etc., - \$500
- 11) Any Protest not specifically stated above will be assessed a value by the Tech Committee.
- 12) Note: All Professional category protest fees start at \$1,200.

Tech Committee fees are 50% of protest fee.

Protest fees, will be forfeited to the car owner if the protested car is determined to be legal for its class. If the protested car is determined to be illegal, the protest fees will be returned to the person or persons who filed protest.

If the Tech Director feels that time is inadequate to check a car before eliminations begin, then a protested car will run in the eliminator bracket until it is defeated or wins the bracket.

As soon as a protested car wins an eliminator bracket or is defeated in the rounds, the driver will report with the car immediately to the Technical Director. Failure to do so or being found illegal will result in suspension of the car and driver for one year from the date of the infraction.

Only IHRA officials and the protested car owner, driver, and two crew men may be present during inspection and tear-down.

Any protests or appeals to general race regulations or procedures must be filed by the driver and be submitted to the IHRA headquarters, in writing, within 14 of the days of the infraction.

Technical Inspection

All vehicles and any car/driver related equipment must pass technical inspection prior to competition. IHRA and its member tracks make no representations, warranties or assurances that a technical inspection including the review of any written information will detect any or all rule infractions related to car, driver, and/or related equipment or clothing; or prevent injury, death, or property damage. It is the participant's responsibility to ensure that the participant's vehicle, equipment and clothing are in compliance with all applicable IHRA rules. (See also: Disqualifications)

Chassis Certification Information

Chassis Inspection: By submitting a chassis for inspection, owning or driving a vehicle which has had its chassis certified, or otherwise participating in the sport of drag racing, all participants acknowledge and agree to the following terms and conditions regarding chassis inspection and certification. Notwithstanding the fact that participant or an otherwise affected party may sign documents in connection with chassis inspection or certification, THE PARTICIPANT OR OTHERWISE AFFECTED PARTY AGREES TO THE TERMS SET FORTH BELOW AND EACH IS HEREBY PUT ON NOTICE OF SUCH TERMS AND MAKES SUCH AGREEMENT EITHER BY RECEIVING THIS RULEBOOK OR PARTICIPATING IN THE SPORT, OR BOTH.

The foregoing and following terms govern all IHRA chassis inspections and certifications:

1. Participant will not operate a vehicle or allow it to be operated at a weight in excess of the "Maximum Permitted Weight" or at an elapsed time less than the "Quickest Permitted" ET for which the chassis is certified, or otherwise not in compliance with any IHRA rule, regulation or agreement.
2. Each Participant expressly agrees and acknowledges that IHRA Chassis Certification and/or inspection (a) is undertaken for the limited purpose of allowing IHRA to satisfy itself that the chassis, at the time of inspection, appears to comply with IHRA rules governing chassis construction, as this is a requirement for the vehicle being allowed to operate at IHRA or IHRA member track events (including private test sessions); (b) does not constitute a certification for use at any location other than an IHRA track or IHRA member track; (c) does not constitute a warranty or guarantee of any kind, including without limitation a warranty or guarantee that the vehicle, including its chassis, is free of defects, latent or otherwise, or that the vehicle as finally constituted is or will be safe to operate; and (d) is limited to the chassis only, as "chassis" is defined in IHRA rules.
3. EACH PARTICIPANT EXPRESSLY AGREES AND ACKNOWLEDGES THAT HE OR SHE IS NOT RELYING UPON THE IHRA CHASSIS CERTIFICATION AND/OR INSPECTION FOR A DETERMINATION OF THE SAFETY OR EFFICACY OF THE CHASSIS FOR USE. Each participant further agrees to assume full responsibility for ensuring that the chassis meets the IHRA Chassis Certification and that there are no defects, latent or otherwise, in the chassis prior to use.
4. If at any time a vehicle does not comply with current IHRA Chassis Certification requirements, it will not be driven in any manner at an IHRA track, IHRA member track, or anywhere at all outside a repair garage, until required repairs have been completed and certification or recertification is obtained.
5. Each Participant expressly acknowledges the following: (a) that drag racing is an inherently dangerous activity and involves the risk of serious injury and/or death and/or property damage; (b) that there is no such thing as a guaranteed safe drag race; (c) that this risk will always exist no matter how much everyone connected with drag racing tries to make our sport safer; (d) although IHRA works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will ensure safety; (e) that the participant always has the responsibility for the participant's own safety, and by participating in drag racing, the participant accepts all risks of injury, whether due to negligence, vehicle failure, or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in drag racing.
6. NO LIABILITY OR DUTY TO THIRD PARTIES, EXPRESS OR IMPLIED, IS UNDERTAKEN OR ASSUMED BY IHRA OR ITS MEMBER TRACKS REGARDING ANY CHASSIS CERTIFICATION OR ANY USE OF A VEHICLE THAT CONTAINS A CERTIFIED CHASSIS.
7. Responsibility for the proper construction, rule compliance, and performance of a vehicle and its chassis rests with the participant at all times. PARTICIPANT AGREES TO RELEASE, INDEMNIFY AND SAVE AND HOLD HARMLESS IHRA FROM ANY SUCH LOSS, LIABILITY, DAMAGE OR COST THAT IHRA MAY INCUR ON ACCOUNT OF ANY INJURY TO PERSON OR PROPERTY, OR RESULTING IN DEATH, WHETHER CAUSED, IN WHOLE OR IN PART, BY THE SOLE OR CONCURRENT NEGLIGENCE OR WRONGDOING, STRICT LIABILITY, OR FAULT OF THE IHRA.

Procedural Protests & Disqualifications

The Race Director or Technical Committee present at a meet shall have authority to disqualify any organization, automobile or participant from a meet. Officials and the Association shall have the right to publicize any disqualification. Disqualified participants, organizations or manufacturers shall have no legal or equitable right of action against officials of the Association for publicizing notice of disqualification. Aggravated cases of flagrant violations shall be reported by a Race Director or Technical Committee to a three-man Executive Committee appointed by the Board of Directors.

The Executive Committee shall have authority to suspend or expel permanently. Authority to suspend or expel is not confined to rule infractions which may occur during a race, but is extended to cover any and all infractions on or off a drag strip. Any suspended or expelled party may appeal to the Executive Committee within 30 days after the rendering of a penalty, and must fully set forth the facts of the case. A non refundable filing fee of \$500 must accompany all appeals. All appeals must be submitted to IHRA in writing. The appeal must contain specific information pertaining to the process and the reason for consideration of reinstatement. IHRA Motorsports shall determine in its sole discretion if an appeal is to be granted. If an appeal is granted, the hearing must be conducted in the IHRA corporate office in Norwalk, OH. IHRA shall determine the parties that shall be allowed to participate in the appeals process and reserves the right to not permit parties that are not directly related to the case. Participants contesting non-technical disqualifications or suspension may not participate during the appeal process.

The parties concerned shall be given adequate notice of the hearing of any appeal and shall be entitled to call witnesses. The Executive Committee may affirm, increase, decrease or waive any suspension or expulsion. IHRA shall have the right to publish the results of any appeal without liability to any person involved, who shall have no cause of action against IHRA. In the event a person files litigation against the IHRA or one of its sanctioned facilities, that person, crew or family member will be suspended from competition and from entering restricted areas at all IHRA sanctioned facilities until a settlement can be reached. If there is any amount of money owed to the IHRA by any racer, the IHRA has the right to suspend the license of any such racer until all monetary obligations are fully satisfied.

IHRA has the right to offset any sum owed to IHRA from any future prize monies the racer may be entitled to receive.

The IHRA is entitled to suspend any member from competition if that member issues a check that is returned as "insufficient funds" and that amount remains outstanding for more than ten (10) days. Once the IHRA is notified that the outstanding balance has paid in full, the member's competition rights will be reinstated.

Protest and appeal procedures may be revised from time to time. Any revisions will be issued in a tech bulletin and printed in the *DRM Magazine*.

Any contestant disqualified for Infraction may lose all points for that particular event.

Any car found illegal will be suspended from the event immediately. The period of suspension will be determined by the nature of the rule infraction, and will be set forth by the Competition Director.

Any entry in TF, SS, or STK with an illegal cubic inch motor or refusing engine inspection will be suspended for one year from date of infraction.

The driver of any car found illegal at any time may be required to forfeit any points earned up to that point in the season.

Any competitor who does not adhere to the IHRA mandated safety regulations within this publication will be disqualified from the event, as well as lose all related points. Additional penalties may be imposed based on the severity of the infraction. Passing technical inspection does not exempt competitors from these stipulations. Some examples are as follows: Protective clothing and related equipment, restraint systems, fire systems and containment devices.

Grounds For Disqualifications And Rank Of Worst Offenses (the lower the number, the worse the offense)

- 0. Bypassing scales on competition run.
- 0. Burnouts in the staging lanes or in the pit area, or on return road.
- 0. Use of other than proper crewman or driver credential.
- 0. Displaying advertising for, or promoting a product without permission of an IHRA official.
- 0. Use of Alcoholic Beverages by driver, owner, or crewman.
- 0. A junior dragster competitor running quicker or faster than permitted with his or her current license.
- 1. Failure to report to staging when called or entering closed staging lanes.
- 1. Loose or illegal ballast after a run will be suspended from the event.
- 1. Leaving race car after approaching starting line, leaving car unattended at starting line, bleach box, or staging area.
- 1. Refusal to submit to engine inspection by IHRA officials.
- 1. Any modifications or change to the wheel base, engine displacement, carburetion, body, heads, etc., after Technical inspection is grounds for immediate disqualification.
- 1. Refusing an official re-run.
- 1. Running a vehicle on the track before the vehicle has been approved by tech director at each event.
- 1. Unsportsmanlike conduct, improper language or conduct detrimental to racing.
- 1. Any condition considered to be unsafe or unfair by the race director and/or the Technical Committee.
- 1. Utilization of Delay Box on car in Mod, SS, or STK.
- 2. Failure to fire engine in required manner for class of participant.
- 2. Losing fire after entire car has crossed the starting line during burn out procedures, during eliminations for TF.
- 2. Backing into staging beams.

3. Touching strip center line, in any situation during measured 1,320 feet (or 1/8 mile) unintentionally. (Except on single run)
4. Neutral start.
5. Touching strip outer marker line or leaving strip surface during measured race unintentionally. (Except on single run).
5. Excessive braking in handicap eliminators that causes loss of control. If only tire smoke is obvious, a warning may be issued for first offense. This is at the discretion of race director.
6. Deep staging. (STK, SS, QR, SR, HR only.)
6. Overstaging.
7. Foul start on dual competition run.
8. "Breakout" or running under your dial-in on dual competition run.
9. Not crossing the finish line on a dual competition run.

NOTE: In case of equal infractions, the "first" offense will be the loser. Race director will determine "first" offense.

NOTE: Items ranked "0" will be given a value by race director depending on circumstances.

NOTE: In dual offense situations, the worse offense is the applicable offense, unless both are equal, then the first offense will be the loser.

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

Interpretation of Rules

This serves as a reminder for all competitors regarding interpretation of rules along with associated penalties for non-compliance. All components and related functions must be accepted prior to use in competition. They must be used and installed as per manufacturers guidelines without modification and be accepted by the IHRA competition department. IHRA reserves the right to inspect and exchange or retain any part or series of parts on any vehicle for the purpose of verifying legality. If any competitor / team are found to be in violation at the absolute discretion of IHRA, they will be suspended indefinitely and may face additional monetary fines. Examples are the use of traction control devices, the use of any component to assist in sensing track position, modified electronic components and automated shifters in professional classes.

Competition regulations contained in this book are presented in a positive manner. That is, whenever possible, each permissible option or class requirement has been listed as such.

UNLESS THE CLASS REQUIREMENTS SPECIFICALLY STATE THAT A MODIFICATION OR OPTIONAL EQUIPMENT IS PERMITTED, IT WILL NOT BE ALLOWED, UNLESS COMPETITION DIRECTOR AND TECH DIRECTOR SO ALLOW.

Final translation and rule changes are completely the option of the National Competition Director.

It is the racers' responsibility to keep his car legal and correctly classed, at all times. Passing technical does not guarantee that the vehicle upon further inspection may be found to be in violation of published guidelines.

The safety equipment listed within this publication is the minimum requirements for a particular class. Increased levels of safety equipment and related accessories are always permitted.

General Regulations have been outlined under individual Class Requirements, in addition more detailed explanations of general requirements are listed under the heading General Regulations in all classes of this book, and are a part of the rules for each class.

Rules and classes published in this book are effective January 1, 2011. They remain in effect until superseded or revised by the National Rules Committee of the International Hot Rod Association.

EVENT DIRECTOR MAY WAIVE, AMEND, OR MODIFY ANY RULE IN THIS BOOK AT ANYTIME FOR ANY SINGLE OCCURRENCE, FOR ANY GOOD CAUSE.

THE EVENT DIRECTORS DECISION IS FINAL IN ALL CASES.

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all IHRA sanctioned events, and, by participating in these events, all IHRA members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these Rules and/or Regulations. They are intended as a guide for the

conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The event director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

IHRA and/or its member tracks shall have the authority to impound and retain vehicles and their parts and any other equipment or items that are related to a contestant's participation in an IHRA sanctioned event. Such authority shall extend to the investigation of accidents, the testing or inspection of such vehicles, parts, or equipment, or for any other purpose as determined in IHRA's sole discretion.

IHRA reserves the right to refuse anyone entry to any event.

Insurance Surcharge

Both on track incidents and pit vehicle related accidents/fatalities have driven the cost of national event insurance up over 50% in the last three years and 80% over the last 6 years. Several years ago an insurance surcharge became the industry standard at NHRA national events, while IHRA events remained unchanged during that same time period. IHRA has invested in an on site motorsports trauma doctor, additional track rescue personnel, as well as additional firefighting equipment in an effort to help reduce the risk associated with competing at a national event and enhance the ability to respond to major incidents.

IHRA continues with the insurance surcharge practice in an effort to keep the coverage and associated staff in place at the current levels. A \$50 insurance surcharge will be paid in addition to the Nitro Jam event entry fee for any person, competing in any class, at an IHRA national event. This will not apply to Pro-Am or Team Finals events, as IHRA member tracks have a new requirement mandating enhanced fire/rescue equipment and SFI certified personnel to cover weekly events for 2011.

This national event insurance surcharge will also enable IHRA to cover the gap that exists in most primary competitor's primary health care coverage and the existing excess medical coverage where it relates to paying the cost of air transportation. The cost of air transportation is not covered on most primary insurance policies and is not covered in the excess policy. This charge has been \$6,000 to \$7,000 when IHRA racers have had to have this method of transportation used. Continuing in 2011, should a competitor be involved in an "on track" incident that requires they be air lifted to the hospital, the basic air transportation expense will be covered by the event where the incident occurs if this fee is not covered by a competitor's primary insurance. This will only apply to competitors (not crew) when the incident happens as the result of qualifying/competition on the track.

Insurance Information

IHRA strongly reminds members and track operators of the importance of following the IHRA rulebook and guidelines designed to protect racer and track insurance coverage. Adhering to rules and competition guidelines (as stipulated in the IHRA rulebook and related publications) ensures you receive coverage and protection in the event of a racing accident.

Examples of non-compliance that may lead to the loss of insurance coverage include:

- A junior dragster driver permitted to race under the ET limit.
- A track failing to have the approved waiver and release forms signed by racers, employees, ambulance crews and anyone in a restricted area.
- A track failing to witness the waiver and release at the same time the waiver is signed.
- Tracks permitting cars to compete or test with unapproved equipment or that otherwise do not conform to IHRA rules.
- Drivers not wearing required helmets, gloves or clothing.

A track's non-compliance with established rules or guidelines may cause the insurance company not to honor your claim. We urge racers and track operators to aggressively protect your insurance coverage.

HANDY CHARTS AND FORMULAS

Displacement = bore x bore x stroke x .7854 x # of cyl.

Volumes:

bore x bore x 12.87 x depth of deck clearance = volume (cc's) of deck clearance

bore x bore x 12.87 x thickness of head gasket = volume (cc's) of head gasket

Comb Chamber CC's + Gasket CC's +
Deck CI CC's + (Displacement x *2.0483)

Compression=

Ratio Comb Chamber CC's + Gasket CC's + Deck CI CC's
 *2.0483 for 8 cyl *2.7311 for 6 cyl *4.0967 for 4 cyl

PIE = "pie" PIE = 3.1416 radius² = radius x radius

Circumference = PIE x diameter Area of circle = PIE x radius²

Volume of cylinder= PIE x radius² x height

Weights

Oil 1 gallon = 7.0 lbs 1 qt = 1.75 lbs.

Gas 1 gallon = 6.2 lbs 1 qt = 1.55 lbs

Water 1 gallon = 8.4 lbs 1 qt = 2.10 lbs 1

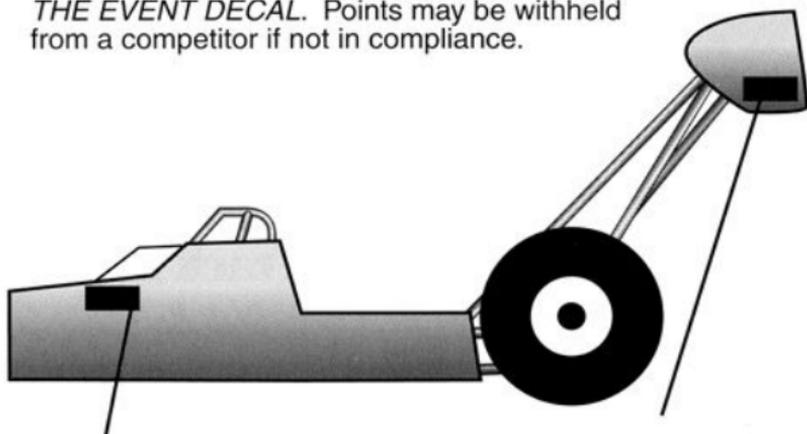


Eligibility & Identification Requirements

In an effort to grow IHRA and help more people become aware of IHRA Drag Racing and IHRA Drivers, the following Identification practices are presented. The success of this effort will help create fan awareness of IHRA stars making them more valuable to their current and prospective sponsors. Please take an active part in accomplishing this goal.

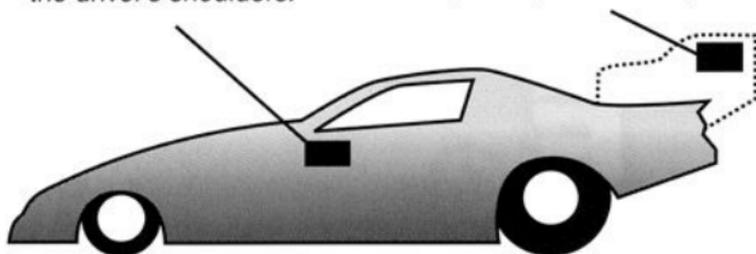
In order to compete and receive points, purse and TV coverage, contestants **MUST** prominently display:

- 1) IHRA Motorsports decal
 - 2) Selected Series decals
- on both sides of their vehicle **IN ADDITION TO THE EVENT DECAL**. Points may be withheld from a competitor if not in compliance.



Requested location for the IHRA decal is on the side of the cowl or door, near the driver's shoulders.

Requested location for the IHRA Drag Racing Series decal is high on the rear quarterpanel or wing.



Drivers and crew are asked to wear an IHRA patch and a Selected Series patch on firesuits and uniforms. Requested location is the upper chest.

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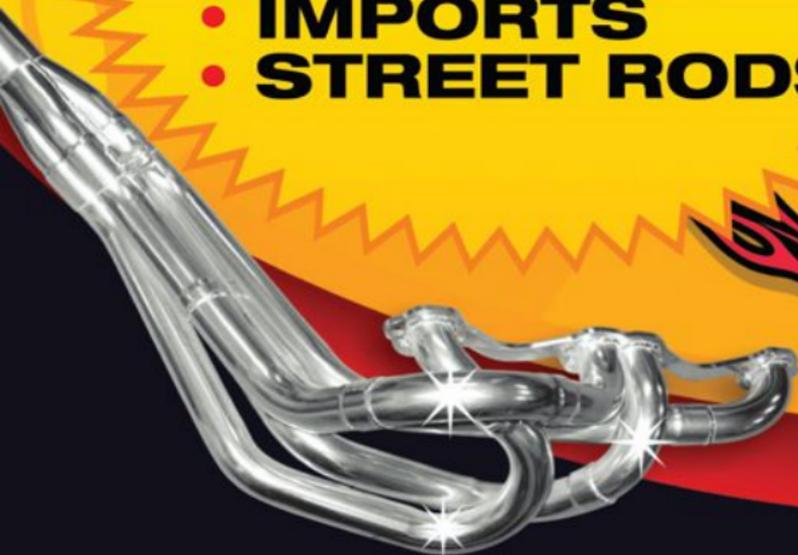
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