



OFFICIAL 2026 RULEBOOK

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25th ANNIVERSARY IHRA SUPERSERIES

The ultimate championship for sportsman bracket racers at IHRA member tracks will celebrate 25 years in 2026. Thousands of IHRA members will compete for the right to qualify for the largest paying National Championship in the history of bracket racing during the IHRA SuperSeries World Finals on October 22-24, 2026, at Darana Motorsports Park (Memphis).

\$300,000 IHRA SUPERSERIES WORLD CHAMPIONSHIP

This program will crown a true Top (Box), Mod (No Box), Sportsman, Motorcycle, and Jr. Dragster World Champion. There are two ways to qualify and be invited to compete at the IHRA SuperSeries World Finals.

HOW TO COMPETE FOR THE IHRA NATIONAL CHAMPIONSHIP

Easy as 1-2-3

1. Register for the IHRA SuperSeries with the membership department and receive your IHRA number. If a racer competes in multiple classes, they must have an IHRA registration for each class (the same car number may be used in each class).
2. Sign up for track points at a participating IHRA SuperSeries member track.
3. Become the highest eligible SuperSeries registered racer among the Top 5 in track points at an IHRA participating track.

HOW TO QUALIFY FOR THE WORLD FINALS

2 ways to get in

1. WIN THE IHRA SUPERSERIES AT YOUR PARTICIPATING IHRA TRACK. Each participating track will crown IHRA SuperSeries track champions who will then be validated by IHRA as having met the program requirements. IHRA participating tracks will determine their own participating classes and points structure.
2. WIN A IHRA TEAM FINALS MAIN EVENT CLASS CHAMPIONSHIP. Any IHRA SuperSeries competitor with a valid IHRA SuperSeries registration from July 1, 2026, through the respective division's 2026 IHRA

Team Finals event and wins a Team Finals Main Event class will become eligible for the IHRA World Finals.

PARTICIPANT GUIDELINES:

- Eligibility does not begin until a valid membership and SuperSeries registration with the IHRA is obtained.
- IHRA SuperSeries track points will not count until the racer is registered with both IHRA and the participating track.
- Failure to have a current registration at any time of the season will result in a deduction in track points for the events the membership was not valid.
- Racers in all classes are eligible (based on the participating track's discretion).
- A racer may compete for the IHRA SuperSeries track championship at more than one track and in more than one class. Should a racer qualify at two tracks in the same class, they must claim one track and forfeit eligibility at the other by the time of their tracks IHRA Team Finals. The track that the racer forfeits may send the highest eligible racer from that class.
- A racer may race in a maximum of two classes, using two different vehicles and represent only one track at the IHRA World Finals. Vehicles may not be shared or used in multiple classes.
- There will be no double entry for a competitor that wins the IHRA SuperSeries track championship and an IHRA Team Finals event (or wins two Team Finals events). The track championship will take precedent for eligibility purposes. If a racer is both the eligible and qualified track champion and Team Finals champion, then the Team Finals runner-up will be eligible for the validation process.
- There are no substitutions for an IHRA SuperSeries track champion or Team Finals event champion if that competitor chooses not to attend the IHRA World Finals.
- IHRA track owners/operators/managers may qualify to participate in the World Finals by meeting the track champion eligibility requirements at a track other than the one they own/manage or by having met all eligibility requirements and winning an IHRA Team Finals main event.
- Any racer may be disqualified from the program at the discretion of IHRA or an IHRA Member Track in any instance that constitutes a round win given to one racer by another (a dive) in the sole and absolute judgement of the IHRA or IHRA Member Track.

SUMMIT WORLD FINALS CLASS RULES

GENERAL: IHRA electronics are strictly enforced, and vehicles may be inspected at any time. Down track electronic RPM limiting devices, throttle stops, non-OEM onboard computers, GPS or track positioning sensing devices and wheel pickup sensors are prohibited. Vehicles may only be driven by one driver.

TOP (ELECTRONICS) (0-9.00): Delay boxes, trans brakes, two steps, playback delay boxes, playback tachometers starting line enhancers and nitrous are permitted. Air throttles used as launch control devices are permitted. Factory (OEM) installed computers will be permitted, but laptop computers are not allowed while in competition. Deep staging is not permitted. Cross talk is always on and cannot be turned off.

MODIFIED (NO ELECTRONICS) (All Run): Delay boxes, air throttles, and starting line enhancers are prohibited. Trans brakes, two-steps, automated shifters and nitrous are permitted. Delay boxes are not allowed to remain in the vehicle. EV permitted.

SPORTSMAN (7.40 & Slower, Door Cars Only): Delay boxes, air throttles, starting line enhancers, trans brakes, two steps, buttons on the steering wheel and nitrous are prohibited. Two steps permitted on manual transmissions only. Slicks and headers are permitted. Line locks are only permitted in the burnout process. The throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. A fixed stop under the carburetor or gas pedal is permitted. Automated Shifter is prohibited unless OEM. EV permitted.

MOTORCYCLES/SLEDS (All Run): Delay boxes, two steps, playback tachometers and nitrous are permitted. Air throttles, used as launch control devices, are permitted. Factory (OEM) installed computers will be permitted, but laptop computers are not allowed while in competition.

JUNIORS (All Run): Dial-in must be on vehicle. All IHRA junior rules apply per the competitors license level and as written in the IHRA rulebook. EV permitted. Juniors will be separated into three classes (7.50/7.90); (8.90);

(11.90/13.90) but will not have class specific bye runs. One bye run only per Junior round. An odd number of cars in any class may result in different classes running each other at any time.

SUMMIT WORLD FINALS EVENT RACE PROCEDURES

- The IHRA World Finals will be run on a 1/8-mile format.
- Bikes and sleds can run against cars if they qualify in Top or Mod.
- Competitors will be run on a random pull system throughout eliminations. Lane preference will be determined by the lane the racer enters. Card draw will determine uneven pairs.
- First-round potential bye determined by best reaction time from qualifying. Ties broken by first to accomplish. Further rounds are reaction time in previous round and ties broken by package, then first to accomplish. Bye-runs do not carry over. A racer is eligible for a bye until he/she makes one. Once a racer makes a bye, they are not eligible again until everyone else left in the class has made a bye run. A potential bye that is paired has lane choice.
- Courtesy staging is mandatory in all classes. Deep stagers will courtesy stage by lighting both pre-stage and stage bulbs if "DEEP" is clearly marked on all sides of the vehicle. Deep staging in a timely manner is the sole responsibility of the driver.
- Dial-ins cannot be changed past the designated ready line.
- Junior tire covers may be removed after the water.

PIT BIKE COMPETITION

- Competition is restricted to 1/8 mile.
- All contestants must sign waivers prior to the competition.
- SN, SA, M, or K-2015 or newer helmet mandatory.
- Contestants must be at least 16 years old. If a minor is going to compete, a legal guardian must complete the minor release form before the 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 permitted. If the cart exceeds 20 mph, a minimum SN-2015 or newer helmet is mandatory. Side-by-sides or utility vehicles are not permitted.



Teen Championship Racing (TCR)

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 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 9.00 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.

CO-DRIVER

The Co-Driver must be the Driver's parent, legal guardian, or adult 25 years or older with a valid state driver's license. The Co-Driver must be seated in the vehicle's passenger seat whenever 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 time slip booth.

DRIVER

Youths 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. If a competitor obtains their state driver's license after they have started their TCR racing season, they may finish the season in the TCR program.

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. An Official or Co-Driver must be in the vehicle at all times.

To satisfy Vehicle Orientation requirements, Licensee must demonstrate familiarity with all the vehicle's primary controls, such as pedals, steering, shifter, lights, etc. Drivers must perform this orientation test for each vehicle entered in the 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. The Official will determine the vehicle's safety and eligibility per Elapsed Time limits and orient the Licensee to track fixtures, starting line, timing system, return road, timeslip booth, etc.

The Licensee must make at least three (3) approved runs with the Official as co-driver. The Licensee must then make at least 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. The Driver may only drive the 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.

ET RESTRICTION: Competitors are limited to dialing and running 9.00 and slower on the 1/8th mile. One warning will be issued if a competitor runs an elapsed time of 8.99 or quicker. If a competitor does this a second time at the same event, they will be disqualified from the event. If a competitor runs 8.50 or quicker, they will be automatically disqualified for the remainder of the event without warning, and their license will be suspended for 6 months from the date of the infraction.

SAFETY EQUIPMENT

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

HELMET: All occupants required to wear a SN, SA, M, or K-2015 or newer helmet.

All participants are prohibited from wearing shorts, tank tops, bare torsos or legs while competing.

VEHICLE

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



Jr Dragster

The Junior Dragster program is designed to allow youth as young as 7 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. (Jan 1 to Dec 31)

IHRA Junior Dragsters are restricted to competition in half-scale cars over a distance of 1/8-mile. The competition structure will be conducted in an ET dial-your-own format or a preset index on a heads-up breakout basis. Functional taillight is 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 their 1st IHRA license. (2 launches, 2 half-track and 2 full passes within ET range for respective license). Elite upgrade requires 3 approved runs between 7.50 & 7.90 along with a valid state driver's license

It is the responsibility of the team/parent to dial in or run under the ET breaks for the age groups listed above at all IHRA sanctioned events. This includes Hot Rod Classic, Sportsman Spectacular, Team Finals, and Jr Team Finals events. If the competitor does this a second time, they will be disqualified. The lowest dial-in for the respective age groups is the class index or 7.90 for Master, 8.90 for Advanced, 11.90 for Novice, 13.90 for Youth and 7.50 for Elite. For racers that are age 5, elapsed time is restricted to 19.90 seconds or slower.

CLASS DESIGNATIONS

TRAINEE: Age 5 only; ET restricted to 19.90 seconds or slower with no exceptions. ET Trainee participants will make single passes down the dragstrip to get familiar with the car and track surroundings in a non- pressure environment.

YOUTH: Age 6 to 7 only; ET restricted to 13.90 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 13.70. If the competitor does this a second time at the same event, they will be disqualified from the event. Any competitor running quicker than 13.50 at any time will be disqualified for the remainder of the event.

NOVICE: Age 7 to 9 only; ET restricted to 11.90 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 11.70. If the competitor does this a second time at the same event, they will be disqualified from the event. Any competitor running quicker than 11.50 at any time will be disqualified for the remainder of the event.

ADVANCED: Age 10 to 12; modified engines meeting IHRA rules accepted. Class based on either dial-your-own ET or heads-up Pro start. ET is 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 will be disqualified for the remainder of the event.

MASTER: Age 12 to 17; must meet all requirements for Advanced. 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; 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.

ELITE: Age 16 to 17; ET restricted 7.50 or slower. Must meet all requirements for Masters in addition to the following: The chassis must be constructed of chromoly tubing and incorporate helmet bars with SFI 45.1 or 45.2 padding on the roll cage. All entries must have a rear wing mounted in a way in which the top of the wing is located above the top of the roll cage. Licensing by IHRA or Track official after 3 approved runs between 7.50 and 7.90. Driver must have a valid state driver's license in addition to making the required passes prior to being issued an Elite license.

One warning will be issued if a competitor runs an elapsed time of 7.40 or quicker or 90 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 7.30 or quicker or 95 mph or faster, 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.

JD Requirements & Specifications

BODY

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

Drilling of the frame for mounting the body is prohibited. Funny Cars are acceptable, provided the 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 overhang 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 crew member during the burnout. Vehicles are not permitted to burn out 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 must be changed to an allowable dial-in before staging.

The practice of older/quicker competitors dialing substantially slower than normal to equal the dial-in of much younger/slower competitors will not be permitted. The race director may disqualify any competitor that in his sole opinion attempts to manipulate the race against younger/ slower competitors without warning.

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. The safety equipment may not be removed until the vehicle has come to a complete stop off the racing surface.

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

HEAD AND NECK RESTRAINT: Recommended. Beginning Jan 1. 2027, all competitors must utilize an SFI 38.1 head and neck restraint system.

HELMET: Helmet meeting SN, SA, M, or K-2015 or newer or CMR, SFI 31.1,

31.2, or 24.1 mandatory. Full face helmet with shield 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 when not using a head and neck restraint.

PROTECTIVE CLOTHING: All drivers must wear a jacket meeting SFI Spec 3.2A-1 and 3.3 gloves, as well as full-length pants, shoes, and socks. 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 or 16.2 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 are permitted. When arm restraints are worn with a restraint system that utilizes a "latch lever", a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. All harness sections must be mounted to the frame cross member, or reinforced mounting, and installed to limit the 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 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, with no tie wraps. Moving engine/drive train 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 are prohibited.

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

BRAKES & SUSPENSION: Two rear-wheel hydraulic drum or disc brakes, or IHRA accepted mechanical brakes mandatory.

Brakes: Hydraulic brake lines must be steel or steel braided. High-pressure brake hose must be used with steel line for vibration connections. Front brakes are permitted, but only in conjunction with rear brakes. Use of drive sprocket as a brake rotor prohibited. Drilling of brake components is prohibited. Steel disc brake rotors are required and must be a minimum of 7-inch diameter with a .228-inch minimum thickness, dual steel brake rotors, 6-inch diameter with a 3/16-inch minimum thickness; or aluminum brake rotor, 11-inch diameter with a .228-inch minimum thickness. Line locks are prohibited.

Hand brake permitted but must be directly coupled to foot brake; hand brake cannot be independent of, or in lieu of, foot brake. Application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation.

ELECTRICAL

IGNITION SHUTOFF: A positive ignition shutoff switch, within easy reach of the driver, is mandatory. A second shutoff switch on the center top portion of the deflector plate within easy reach of the crew or race official is 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 driver's side of the vehicle labeled as to function. **TAILLIGHT:** Functional taillight is mandatory. It must be visible from the rear of the car.

ENGINE

ENGINE: All vehicles are restricted to a maximum of one, rear-mounted, five-horsepower based, four-cycle engine. Porting, polishing, and relieving of the block is permitted. Welding to the intake port is permitted. Machining of deck surface permitted. Adding material to the deck surface in any matter will be prohibited. All components must be completely isolated from the driver's compartment. This includes fuel systems. 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 flat-head Monster Racing, SR 71 Racing, Soltz Racing M-1 machine block, TRS Race Engine, Briggs and Stratton 206 factory sealed crate engine, JR Race Cars Thumper JD2 and Punisher JD3 sealed crate engine, Blossom Racing Engines, and Predator Ghost 212.

CAMSHAFT: Any camshaft permitted. Any valve spring permitted.

CARBURETOR/EFI: Any means to pass fuel or air to the engine other than normally aspirated carburetor or EFI throttle body is prohibited. Auxiliary vacuum fuel pump is allowed. EFI systems must be commercially available systems designed specifically for junior dragsters and must run IHRA-accepted firmware. EFI is only allowed in Master and Elite Junior Dragster.

CYLINDER HEAD: Aftermarket units permitted.

FIRMWARE (accepted): Fueltech FT450 with software version 5.55. No other firmware/software permitted. The splash screen below **MUST** display when the unit is powered up.



FUEL: Gasoline or alcohol only. Nitrous oxide and/or trichloroethane and/or propylene oxide are prohibited in all classes. The fuel tank must be behind the driver's compartment, below the shoulder hoop of the 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. EFI-equipped vehicles may use an IGN1-A style smart coil.

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

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

SUPERCHARGER-TURBO CHARGER-NITROUS OXIDE: Prohibited.

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

FRAME

BALLAST: Must be secured to the 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" aluminum must be installed between the roll cage and engine, extending from the lower frame rail to the top and width of the driver's helmet. Carbon fiber is prohibited.

GROUND CLEARANCE: Minimum three (3) inches in front of the car to 12-inches behind the centerline of the 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 the driver's compartment must be spaced 20" or less. Must conform to standard dragster configuration as outlined elsewhere in this guide. Mild steel chassis is prohibited in the Master classification. Note: cm may be used in place of .083 ms.

SHEET METAL: The driver compartment interior must be aluminum, 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 a lock nut or drilled and cotter keyed. Steering must also have washers on bolts to keep rod ends from pulling through. The minimum spindle diameter is 1/2".

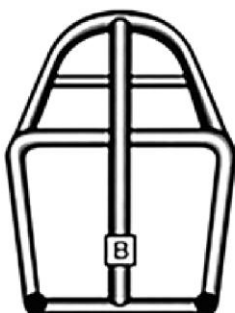
WHEELBASE: Dragsters Minimum 90". Maximum 150" on the long side. Maximum 2" wheelbase variations from left to right. Funny Cars 70" to 95", Roadsters 65" to 95, (2" variation maximum).

INTERIOR

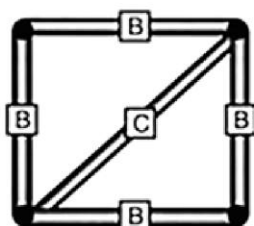
SEAT: Properly braced and supported seat constructed of aluminum or fiberglass is mandatory.

UPHOLSTERY: Optional.

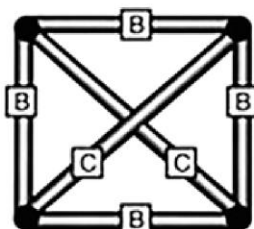
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B	7/8	.068	.083
C	3/4	.068	.083
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MS=MILD STEEL			



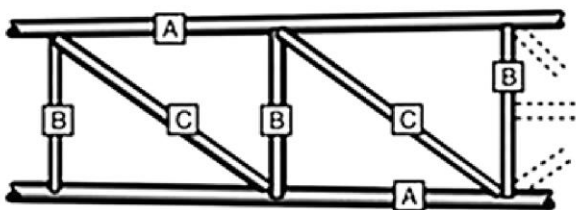
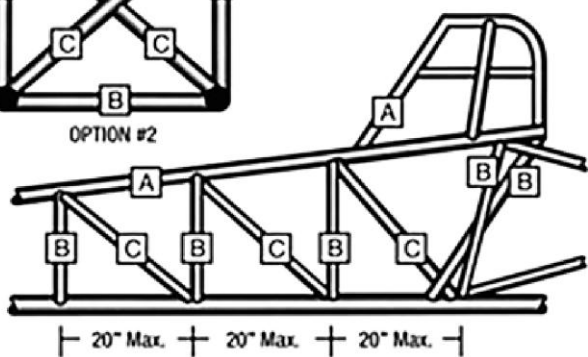
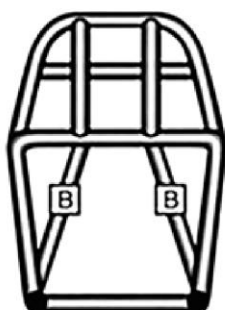
FRONT VIEWS



OPTION #1



OPTION #2



RESTARTS

After the initial start-up, one chance will be given to restart the car within a reasonable time at the starter's discretion. The crew should keep the starter close if it is 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. If a crew member touches the vehicle once it is pre-staged, the entry may 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 it to re-stage. This is considered a "pullback" 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 over-staged.

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.

A crew member may assist with 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 competitor's view.

Pull Backs in the case of over-staging are permitted one time if time permits. If the auto-start system cycles during the pullback, 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 device such as an MP3 player, iPod, or phone is also prohibited on the racetrack or any time the competitor is seated in the vehicle.

DELAY BOXES: Prohibited.

DATA RECORDERS: Permitted. May be utilized to record engine RPM, cylinder head, exhaust temperature, and jackshaft sensor data. The recorder may not activate any function on the car. No sensor of any type may be used on the front wheels or spindles. Data recorders must be activated by a separate switch. The units may not display any information to the driver or remote location during the run. A tachometer that incorporates download capabilities is classified as a data recorder.

GAUGES: Analog or digital display engine and cylinder head temperature gauges are permitted in the driver compartment. A tachometer meeting specific guidelines is also permitted. (See General Regulations: Data Recorders/Electronic Devices for specific information). Any device capable of being programmed or manipulated to display data beyond engine/cylinder head temperature or RPM is strictly prohibited within the driver's compartment. Speedometer or shift lights of any description prohibited. Download capabilities (other than stand-alone tachometers) classify unit as a data recorder, and it must be located outside driver compartment (see also Data Recorders, above).

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

TIRES & WHEELS

TIRES: Rear tires; 18" diameter x 7 1/2" wide minimum, measured at the widest or tallest point. All front tires must have a manufacturer's maximum inflation rating. Tires may not be inflated above the manufacturer's rating. All tires must be pneumatic. Solid tires are prohibited. Treatment of tires in the lanes, burnout area or starting line is not permitted.

WHEELS: Front wheels, five-inch diameter minimum with a minimum spindle diameter of 1/2". The 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 are allowed to any wheels.

TOWING

Tow vehicles in the form of a golf cart or three or four-wheel support vehicle is mandatory. Full-size tow vehicles are prohibited. Driving of Jr. Drag Racing vehicle through pits is not permitted. The tow vehicle is 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. The minimum height of the flag is five feet.

WARM-UPS

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

ELECTRIC POWERED JUNIOR DRAGSTER

Tow vehicles in the form of a golf cart, or three or four-wheel support vehicle is mandatory. Full-size tow vehicles are 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. The minimum height of the flag is five feet. The motor must be mounted in a conventional position. Exposed motors must have a shield of .024- inch steel, .032-inch aluminum, or .120-inch Lexan.

Motor must be mounted in conventional position. Exposed motors must have shield of .024-inch steel, .032-inch aluminum or .120-inch Lexan.

WEIGHT: Minimum weightless driver 225 lbs.; weight greater than 400 lbs. less driver with all batteries requires SFI specification 2.7 chassis. **BATTERIES:** Wet (free liquid) batteries are prohibited. All batteries must be securely mounted outside of and completely sealed from the driver's compartment. Batteries may not be located above the top of the drive tires or outside of the frame. Batteries must be installed to withstand the force four times (vertical) and eight

times (horizontal) the weight of the battery pack, and each battery or battery pack must be secured with bolts and straps commensurate with the size and weight of the battery (see chart). Vehicles are permitted to be ABSORBED GLASS MAT-style batteries for a power source. The use of flooded batteries is limited to an IHRA accepted installation. Traction motors and/or high current wiring may not be in the driver's compartment. Instrumentation wiring permitted. All traction wiring must be isolated from the vehicle chassis. **Battery in rack/box or with cleats Battery on flat plate with strap only.**

Bolt Size	Battery Weight (lbs.)	Bolt Size	Battery Weight (lbs.)
#8	15	#8	6
#10	19	#10	7.5
1/4	36	1/4	14
5/16	57	5/16	23
3/8	83	3/8	34
7/16	114	7/16	46
1/2	152	1/2	61
9/16	195	9/16	78
5/8	243	5/8	96

FUSING OF BATTERIES: All battery packs must have over-current protection. Circuit breaker(s) or fuse(s) permitted. Such protection devices must have a DC voltage rating equal to or greater than the nominal pack voltage.

Current rating must be lower than the master disconnect, wiring, and battery pack can carry without damage. Battery sub-packs must be individually fused.

IGNITION: All vehicles must be equipped with a switch, attached to the driver with a lanyard, capable of shutting off all power to the motor. A switch may actuate relay or contractor. Solid state switch prohibited. A flashing yellow light must be affixed to the top of the roll cage indicating when the electrical system is energized.

MASTER CUTOFF: All vehicles must incorporate a master electrical disconnect switch that must disable all electrical functions. The switch must be located on the deflector plate no more than three (3) inches from the top of the roll cage. Must be clearly labeled as to “off” position. Must disconnect all power from the motor. The switch may actuate relay or contractor. **RECHARGING:** Batteries may be recharged in pits or other designated areas only. Polarized plug connection to battery pack from charger mandatory.

VOLTAGE: Maximum permitted operational voltage 144 volts nominal. Voltage checked at the battery pack. No load using a digital voltmeter, Maximum fully charged battery-pack voltage 156 volts.

MATCH RACE EXHIBITION VEHICLES

Although vehicles in this division do not necessarily compete in a specific IHRA class, they must comply with all basic safety regulations for their respective type of vehicle as per the IHRA Rulebook and its supplements. A valid IHRA Competition license and registration is mandatory. Chassis inspection is mandatory on 9.99 and quicker (6.50 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 driver 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

SPECIAL VEHICLES

SEMI-TRUCK

- All competitors must have a current CDL (Commercial Driver’s License) for the type of vehicle used in the 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 before the competition.

- All entries must pass a primary and secondary brake check before the competition.
- Seat belts are 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.

MOTORCYCLE

SAFETY REQUIREMENTS

- Front and rear brakes are mandatory.
- Chain guards and clutch covers are mandatory.
- Engine kill switch attached to the rider or factory tip-over switch is required on 0 to 10.99 1/4 mile and 0 to 6.99 1/8th mile vehicles.
- A “Snap-Back” throttle is required on all vehicles.
- Rigid front forks are not permitted on any vehicle.
- All machines must have properly secured seats, foot pegs, and handle grips.
- Nitrous oxide is permitted on all entries and must be installed as per manufacturers’ guidelines and include all safety components. Any unsafe vehicle will not be permitted to race.

RIDER REQUIREMENTS

- Each participant agrees to familiarize himself with all applicable rules and regulations before competing in any IHRA sanctioned event.
- All riders must have boots/shoes above the ankle, leather gloves, and a leather jacket. Any rider running quicker than 10.99 1/4 or 6.99 1/8 must also have leather pants. Pants are not required to be zipped together. Nylon or textile jackets and pants are not permitted. Kevlar jackets are permitted. 3) Helmet: SN, SA, M or K-2015 or newer closed face helmet **mandatory**. ECE 22.05 models permitted bikes running 10.00 or slower in the 1/4 or 6.50 and slower 1/8 mile. See General Regulations.
- 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 specifically designed and manufactured for production snowmobile use. Engine modifications permitted, maximum displacement not to exceed 1,000cc. Automobile, motorcycle, aircraft, or marine engines are prohibited.

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

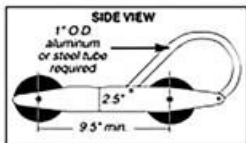
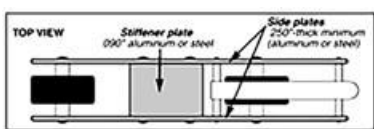
FUEL: Gasoline or racing gasoline only. Nitrous oxide permitted: see General Regulations. Nitromethane is prohibited.

SUPERCHARGER/TURBOCHARGERS: Permitted.

DRIVE TRAIN

CLUTCH: The 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 of elliptical coverage in the direction of clutch/belt travel. The cover/guard must be a minimum .090\" 2024T3, 6061T6, 7075T6 aluminum or .060\" steel and be covered by a secured fastened, 6\" wide, industrial-type belt. Belting material must be a minimum of .125\" 2024T3, 6061T6, 7075T6 aluminum, or a minimum of .090\" steel is exempt from the belting covered requirement. Snowmobiles with bolted/ removable side panels may bolt clutch covers/guards to side panels. The clutch cover/ guard must be separate from the cowl.

BRAKES AND SUSPENSION

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

SUSPENSION: All snowmobiles must have a minimum of 1\" travel in the track suspension. Only steel springs will be permitted. Externally activated suspension systems are prohibited. A 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 the rubber track surface. Use of any external slide rail lubrication system is 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. Oil injection tanks used as fuel tanks are prohibited. A pressurized fuel tank is prohibited.

SNOWFLAP: All snowmobiles must be equipped with a rear snow flap, fastened to the tunnel in a manner that prohibits the snow flap 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 the entire ignition system, attached to the rider with a lanyard.

TAILLIGHT: Functional taillight is mandatory.

SAFETY EQUIPMENT

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

PROTECTIVE CLOTHING: Full all leather or SFI Spec 40.1/2 suit mandatory on snowmobiles running 120 mph or faster. Two-piece suits must be joined together at the 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 before competing in any IHRA sanctioned event.
- 2) All competitors running 9.99 or quicker 1/4 mile, or 6.40 or quicker 1/8 mile must have a valid IHRA Competition License.

ALL-TERRAIN VEHICLE (ATV)

SAFETY REQUIREMENTS

BRAKES: Front and rear Mandatory.

CHAIN GUARD: Mandatory.

CLUTCH COVER: Mandatory.

IGNITION: Functional “kill” switch Mandatory.

HELMET: SN, SA, M, K-2015 or newer closed face helmet is mandatory.

PROTECTIVE CLOTHING: Leather or Kevlar jacket mandatory. Leather or denim pants are mandatory. Leather gloves and above ankle boots are 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 properly secured seats, footpegs, and handle grips.

RIDER REQUIREMENTS

LICENSE: Valid State driver's license is mandatory. IHRA competition license is 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 before 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 prohibited. Restricted to 4-wheel ATV's or UTV's with single driver only and no passenger. Competition with full-size vehicles is prohibited. All entries must be free of excessive dirt before a competition.

TWO AND THREE-SEAT DRAGSTER

Designed for carrying passengers in exhibition only. May not be entered in competition while carrying a passenger. Runs are limited to 1/8-mile, 135 mph, or 5.00 seconds. Driver and passenger must wear SN-2015 or newer helmet, SFI 3.3 neck collar, SFI 3.3/5 gloves, SFI 3.3 arm restraints, and SFI 3.2A/5 driver's suit. Passengers 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 IHRA COMPETITION DEPARTMENT prior to competition. The driver must have a current IHRA competition license for chosen vehicle. Any additional safety items that the Tech Director or Tech Committee deems necessary will be required. See IHRA supplemental rulebook on ihra.com for additional information.

NITRO-POWERED VEHICLE

Reserved for Nitro powered Funny Cars, Altereds, Dragsters and bikes.

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

REQUIREMENTS AND SPECIFICATIONS: Valid IHRA Competition license

and chassis inspection. See IHRA supplemental rulebook on IHRA.com for additional information.

JET POWERED VEHICLE

GENERAL REQUIREMENTS: Valid IHRA Competition license and chassis inspection. All applicants must be at least 18 years old. See IHRA supplemental rulebook on ihra.com for additional information.

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

SPEED LIMIT:

Dragsters - 310 mph

Funny Cars - 310 mph

Motorcycles - 210 mph

Special Vehicles - 235 mph

A fine and/or suspension will result in 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 the tires. The dump valve on the afterburner manifold is mandatory and must be activated by the primary chute lever.

AIR INTAKE: All intakes must be totally covered by a protective screen, 1/8" to 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 are accepted. All vehicles must have secondary shutoffs on fuel lines and afterburner systems.

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

DRIVER RESTRAINT SYSTEM: SFI 16.1 or 16.5 minimum.

FILTER: Mandatory on hot streak inlet.

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

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

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

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

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 carbon fiber.

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 an additional support structure. Contact the IHRA Technical Department for details.

TIRES: Must be automotive type designed for racing.

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

UPHOLSTERY: Optional.



ELECTRIC VEHICLES

BATTERIES: Must be securely mounted. Batteries must be isolated from the driver's compartment. Battery packs physically inside the driver's compartment must be fully enclosed in boxes. Batteries must be installed to withstand a force 4 times (vertical) and 8 times (horizontal) the weight of the battery pack and each battery or battery pack must be secured with bolts and straps commensurate with the size and weight of the battery. Battery may not be located above the top of the rear or drive tires in open wheeled cars, nor outside the body lines in bodied cars, except OEM production line electric powered vehicles. All open bodied vehicles must use absorbed glass mat or starved electrolyte batteries for power source.

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

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

IGNITION: All vehicles must have a visible indication of a 'live' car, except OEM. A RED triangle must be clearly visible the power system is turned on. This may be a light or a mechanical indicator. Traction battery pack must be physically disconnected when switch is in the off position.

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

ELECTRICAL: All traction motor wiring must be isolated from the chassis and may not be located inside the driver's compartment. Instrumentation wiring permitted.

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

MOTOR: Electric Motor(s) only permitted. Maximum height of electric motor output shaft centerline 36-inches on OEM trucks; all other 24-inches. Exposed-motor electric-powered vehicles with open frame, vented, or brush replacement window motors must install a motor shield, minimum 0.024-inch steel or 0.032-inch aluminum, or 0.120-inch Lexan.

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

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (2-disk maximum) mandatory on any car running 11.99 (7.49) or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2, or 6.3 mandatory on all cars running 11.99 (7.49) or quicker. A motor plate, minimum .125-inch steel or 1-2-inch aluminum, may be used to adapt the motor to conventional transmission.

REAREND: Chain drive vehicles must be equipped with a chain guard constructed with minimum 0.125-inch steel or 0.250-inch aluminum, covering width and top run of chain to centerline of sprockets.

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

WHEELBASE: Minimum 90-inches, unless the car has original motor or is a conversion electric powered vehicle with motor in original (internal combustion) position.

ELECTRIC MOTORCYCLE

Requirements and specifications for electric powered motorcycles are the same as Motorcycle and Electric Powered Vehicles with the following exceptions:

MOTOR: Electric motor(s) only permitted.

BATTERIES: Wet, (free liquid) battery prohibited.

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

STREET LEGAL VEHICLES

This group is limited to any 2008 or newer foreign or domestic production type internal combustion or electric automobile with unaltered OEM safety equipment, proof of registration and valid state or provincial license plates. The vehicle's OEM installed anti-lock brakes, airbag functions, stability control, and seat belts as well as all other OEM safety related systems must be always functional as per manufacturer specifications. OEM tires and wheels are not mandatory; however, all tires must be DOT approved models. These vehicles may run provided all the criteria listed within this section are verified prior to participation.

- **2008 -2013 model year vehicles 10.00 and slower 1/4 mile or 6.40 and slower 1/8 mile. Max speed 135 mph.**

- **2014 and newer model year vehicles 9.00 and slower 1/4 mile or 5.65 and slower 1/8 mile. Max speed 150 mph.**

- 2014 and newer model year vehicles running 9.00 and slower 1/4 or 5.65 or slower 1/8 and up to 150 mph do not have to meet the requirements and specifications for the Summit ET safety rules except for the following:

Convertible: 1/4 Mile Roll Cage required 9.99 or quicker and Roll Bar 13.49 and quicker; 1/8 Mile - Roll Cage required 6.49 or quicker. Roll Bar 8.25 and quicker.
T Tops: 1/4 Mile Roll Cage required 9.99 or quicker or Roll Bar 11.49 and quicker; 1/8 Mile Roll Cage required 6.49 or quicker or Roll Bar 7.35 or quicker.

- Vehicles must pass all state highway safety requirements in which the vehicle is registered prior to acceptance. SN, SA, M or K-2015 or newer helmet mandatory on all entries running 13.99 (1/4 mile) and 8.59 (1/8 mile) or quicker. A minimum of an SFI 3.2A-5 Jacket, and Pants and a 3.3 neck collar are mandatory for vehicles running 9.99 (1/4 mile) and 6.49 (1/8 mile) or quicker.

- Co-Riders 18 years of age or older permitted during non-elimination run 11.00 and slower 1/4 mile and 7.00 and slower 1/8 mile. If a competitor wishes to have a Co-Rider, then both the competitor and co-rider must be 18 years or older. All Co-Riders must utilize helmet and protective clothing requirements as per the minimum specifications outlined in the 2024 rulebook under ET bracket section. All competitors and co-riders are prohibited from wearing shorts, tank tops, or bare torsos or legs while competing. Co-riders are required to sign the event release and waiver and be wrist banded by a track official prior to making a run.

SPORTSMAN SAFETY AND GENERAL GUIDELINES

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.

0 to 9.99 1/4 mile | 0 to 6.49 1/8 mile

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

AXLES: Aftermarket axles and axle retention devices are mandatory. **BRAKES:** Full body cars must have 4-wheel brakes. Cars running at 8.49 or quicker 1/4 or 5.49 or quicker 1/8 must have dual stage master cylinders.

DATA RECORDERS: Permitted. See General Regulations.

DRIVE LINE: 1 Driveshaft loop is required on all entries.

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

FIRE SYSTEM: Required on all closed body cars, front engine dragsters, and open bodied supercharged or turbocharged vehicles on gas or methanol 4.49 or quicker 1/8 or 7.49 or quicker 1/4. One nozzle is located in the driver's compartment in front of the feet and one nozzle on the engine. Safety pins must be red flagged. On all other closed body entries, a properly secured fire extinguisher is mandatory. In addition to the following rules, also see IHRA Summit Sportsman Bracket Safety and General rules.

FLEX PLATE AND SHIELD: SFI 29.1 Flex plate 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. The floor must be steel on the driver's side and welded to the chassis minimum thickness .024. All other places may be .032 aluminum.

HARMONIC BALANCER: SFI 18.1 mandatory.

HELMET: SN, SA, M or K-2015 or newer mandatory. Open bodied entries must use a full-face helmet.

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 open bodied entries. A 3.2 A-5 jacket is mandatory in all other configurations.

ROLL CAGE: Roll cage mandatory on all entries. On full bodied cars with an unaltered floor and firewall running 6.40 or slower in the 1/8th mile, a roll bar is permitted in place of roll cage. All entries running 9.99 or quicker 1/4 mile or 6.50 or quicker 1/8 mile must have a current Chassis Certification. See SFI Specifications and General Regulations.

TRANSMISSION SHIELD: SFI 4.1 mandatory.

WHEELBASE: Minimum 85" unless OEM was less, and the vehicle is equipped with the original engine. Minimum of 125" on all dragsters. Wheelbase variation, left to right 1" maximum.

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 devices are 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 a parachute.

DATA RECORDERS: Permitted. See General Regulations.

DRIVE LINE: 1 Drive shaft loop mandatory on all entries.

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

FIRE EXTINGUISHERS: Properly secured fire extinguisher is recommended 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 the vehicle exceeds 135 mph.

FRAME: See General Regulations.

FUEL SYSTEM: Gasoline, alcohol, and propane accepted. All fuel tank filler necks located inside the trunk must have the filler necks vented to the outside of the body. All batteries, fuel lines, fuel pumps, or filler necks located inside the trunk must be isolated from the driver's compartment gas lines must be located outside driver's compartment. Fuel tanks are not to be higher than the top of the 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, SA, M, or K-2015 or newer mandatory. Open bodied entries must use a full-face helmet.

MASTER CUTOFF: See *General Regulations*.

PROTECTIVE CLOTHING: Minimum, SFI 3.2A-5 jacket on open bodied entries.

Minimum 3.2 A-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: A roll cage is mandatory if the entry has an altered floor or firewall, or if a vehicle exceeds 135 mph. Roll bar mandatory in all cars (including T-tops) running 10.00 to 11.49 ¼ mile or 6.50 to 7.35 1/8 mile, in convertibles running 11.00 to 13.49 ¼ mile or 7.00 to 8.25 1/8 mile and in all dune-buggy-type vehicles running 12.00 seconds and slower ¼ mile or 7.50 1/8 mile.

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

WHEELBASE: Minimum 85" unless OEM was less and the vehicle is equipped with the original engine. Minimum of 125 "on dragsters if permitted. Wheelbase variation, left to right 1" maximum.

11.50 to 13.99 1/4 mile | 7.50 to 8.59 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 are required.

DRIVE LINE: The driveshaft loop is mandatory on any vehicle which uses racing slicks.

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 OVERHANG: 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. The tank must be vented to the outside of the vehicle. The gas line must be located outside the driver's compartment.

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

HOOD: See General Regulations.

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 taillight is 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 85" unless OEM was less and vehicle is equipped with original engine. 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.

14.00 and slower 1/4 mile | 8.60 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 are 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 the car. Flex pipe prohibited.

FIREWALL: OEM type mandatory.

FLOOR: Full floor mandatory.

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 the car. Flex pipe prohibited.

FIREWALL: OEM type mandatory.

FLOOR: Full floor mandatory.

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

HELMET: Recommended. SN, SA, M, or K-2015 or newer mandatory on entries with rollbar or roll cage installed.

HOOD: See General Regulations

MASTER CUTOFF: See General Regulations.

ROLL BAR: Recommended. See General Regulations.

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

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

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

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

GENERAL REGULATIONS ALL CLASSES

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

AXLES: Aftermarket axles and axle retention devices are 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.

DRIVE LINE: 1 Drive shaft loop mandatory on all entries.

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 recommended 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.

SPECIFICATIONS FOR PURE METHANOL:

Property	Grade A	Grade AA
Methanol content, with percentage, min	99.85	99.85
Acetone and aldehydes, ppm, max	30	30
Acetone, ppm, max	20	n/a
Ethanol, ppm, max	10	n/a
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	Not more than 1°C including	
760mmHG	64.6 +/-0.1°C at 760mm Hg	
Color, platinum-cobalt scale, mix	5	5
Appearance	30	30
Residual on evaporation, g/100ml	001	001

Carbonization 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 ensure proper handling at all speeds.

ANTI-BLOW BACK DEVICE: If mandated by class requirements, a brace or device must be installed to prevent the bell housing or adapter shield from being blown rearward in the event of fly- wheel and/or clutch explosion. The material required is 4130 chrome-moly, the minimum size is .875 x .083-inch wall tubing with 3/8-inch fasteners.

Ball-lock pins are 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 the 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 to add 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, sandbags, rock, etc.) are allowed. Dragsters will be limited to a maximum of 200 lbs. of ballast. This ballast must be so placed and constructed so 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. Any removable weight must not be attached to the front axle with hose clamps, wire strapping, etc. See the drawing for attaching methods. Recommended ballast forms 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.

BATTERIES: All wet-cell batteries must not be relocated in 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 secure with a minimum of 2 3/8 diameter bolts or rods. When relocated to the rear of the vehicle, the passenger compartment must be protected by a "firewall" consisting of a minimum of .024 steel or .032 aluminum. A switch must be connected to the positive side of the electrical system and, when deactivated, shut off all electrical functions in the vehicle. Lithium batteries may be installed in passenger compartment but must still be in a sealed box or bag. Driver must also wear SFI 3.2A/15 or better suit and 3.2A/5 shoes and gloves.

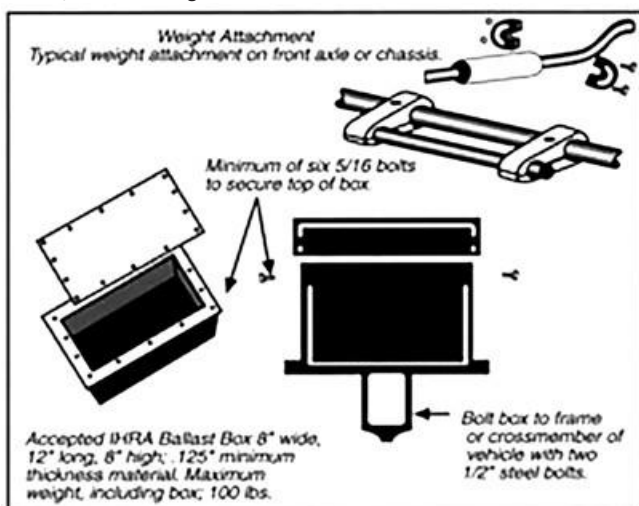


Figure 1: Ballast

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 is required on all open-bodied cars, and all full-bodied cars must have 4-wheel brakes. The master cylinder must be above the 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 the center. All line locks must be self-returning upon release of the switch and return the system to normal operating mode. Secondary brake systems are permitted. Automated braking systems are prohibited. Brake operation must be a direct function of the driver. Electronics, pneumatics, or any other device may not assist or affect brake operation.

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 are prohibited.

CHASSIS CERTIFICATION: Chassis certifications are mandatory on all entries running 9.99 or quicker 1/4 mile, or 6.50 or quicker 1/8 mile or an any entry that exceeds 150 MPH. Sportsman or 7.50 and slower certifications (blue tag) expire 3 years from the certification date. Pro or 6.0 and quicker certifications (red tag) expire in 1 year from the certification date. 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 the clutch from going over the 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.

CRANKCASE BREATHERS: (valve cover) Positive locking crankcase 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 the 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 for those computers installed on stock vehicles by the new vehicle manufacturers for the proper operation of such vehicles, no vehicles may be equipped with computers that in any way affect the operation of the vehicle. 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 that are activated by the Christmas Tree or by radio transmitters. If laptop computers or video equipment are utilized, they must be properly always fastened during the competition. Devices may be removed at any time at the discretion of the 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 a relay or otherwise, so to automatically activate any devices on the car necessary to place the car in motion at the start of a race is prohibited. If a product is to be utilized in the 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.

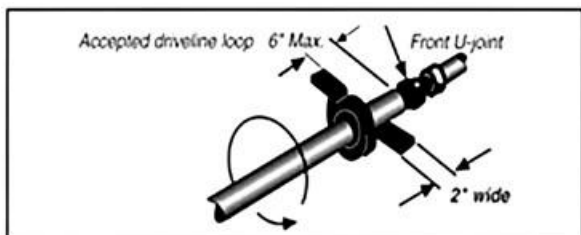
If an IHRA sanctioned facility, in good standing, determines that a competitor is utilizing an unapproved electronic device on their entry, that driver will lose all IHRA competition privileges indefinitely.

The IHRA facility must prove the device exists and 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 microprocessor units must be approved prior to use 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 trans brake 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 delay device, throttle stop, ignition system, automatic shifter, and electronic fuel injection must be visible, labeled, and traceable. Delay devices and components must be utilized in an unaltered manner consistent with the manufacturer's installation and instructions. 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.

DEFLECTOR PLATE: Required on rear-engine dragsters.



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 bell housing 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 bell housing 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 the 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.

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

ENGINE: Crankshaft centerline must not exceed 24" from the ground in any class except trucks. The maximum height is 36 inches for trucks running 12.00 and slower, 31 inches for trucks running 10.00 to 11.99, and 24 inches for trucks running 9.99 and quicker. All cars with pressed-on harmonic balancers must have such pulleys installed to ensure against accidental removal (drilled & bolted).

ENGINE CONTAINMENT SYSTEM: Required on all vehicles. An IHRA-accepted belly pan may be used in place of the diaper, provided it meets the following criteria. It must extend from frame rail to frame rail and be a minimum of 2 inches high on all sides and extend beyond the engine and its related oil accessories. A non-flammable absorbent 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 gases out of the body away from the car. Flex pipes are prohibited. Collectors that utilize springs, or less than 4 tabs on collectors and 4 tabs on primaries, must use a secondary method for a tethering collector. Tethering devices may be made from a minimum of 1/8" steel cable and t-bolt clamps or muffler clamps with locking fasteners.

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 NFC and TS must be equipped with a manually controlled on board fire extinguisher system containing a minimum of five pounds of the agent or a specified amount of agent. Unless specified otherwise under Class Requirements. It must be mounted as per the 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 the driver's 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 driver's compartment. Follow the manufacturer's recommendation regarding installation, especially on the 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 flameproof 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. The firewall must be constructed to provide a bulkhead between the engine and the driver's compartment. All holes or openings must be sealed with a minimum of .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 driver's 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 a hood, carburetors must be equipped with a metal flash shield that 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 aluminum, 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 the engine compartments must contain suitable drain holes ahead of the 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 bell housings must be re-inspected and re-certified yearly. SFI 6.2 steel bell housing must be re-inspected and re-certified every two years, and SFI 6.1 steel housings must be re-inspected and recertified according to the expiration date. The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of grade 8 bolts or high-strength studs. The use of allen bolts to fasten the shield to the engine or motor plate, 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). The maximum depth of the flywheel shield is 8 5/8". Maximum thickness of all motor plates, mid plates, and mounting plates installed between the engine and the flywheel shield is 1/2". All covers and fasteners associated with the flywheel shield must be installed prior to starting the engine at any time, including warm-ups. The 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. 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 crank shaft flange diameter by more than one inch.

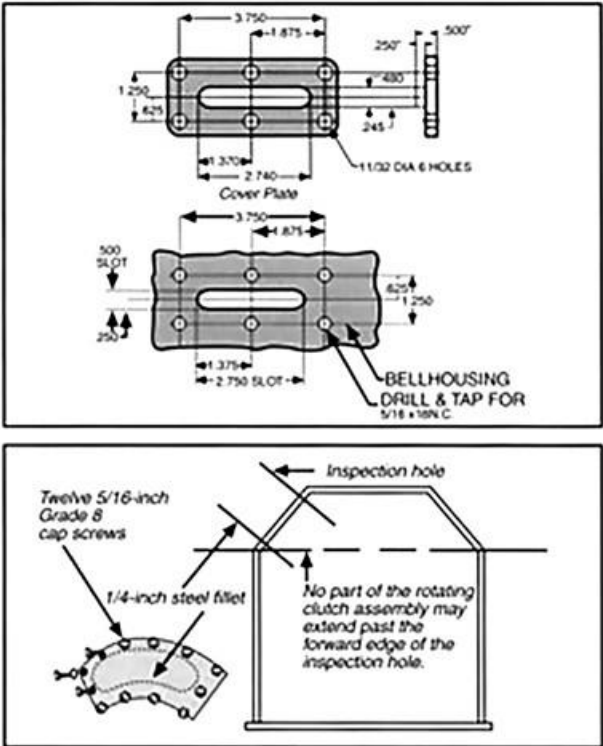
FLYWHEEL SHIELD: TF, PFD, NFC: Cars equipped with a clutch must have a flywheel shield (bell housing) that meets SFI Spec 6.2 and is labeled accordingly.

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 2.2b 2.3, or 10.1 is required. All covers and fasteners associated with the flywheel shield must be installed prior to starting the engine at any time, including warm-ups. The maximum spacing between flange fasteners in the flywheel shield is 7". Chemical milling or any other structure weakening procedures are prohibited.

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 bolts on 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 crankshaft. 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 crankshaft.



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 or 10.1. 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 reverse) to the 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. Bell housing must be re-certified by the original manufacturer following modification. Clutch adjustment slots, maintenance holes, covers, etc., must be installed by the original manufacturer.

FLYWHEEL SHIELD: 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 bell housing is mandatory if a multi-disc clutch is used. See Class requirements. Any modifications or alterations to the bell housing by anyone other than the original manufacturer is prohibited. Bell housing must be re-certified by the original manufacturer following modification. Clutch adjustment slots, maintenance holes, 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 or titanium, 2024T3, 6061, or 7075T6 aluminum 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 a 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).

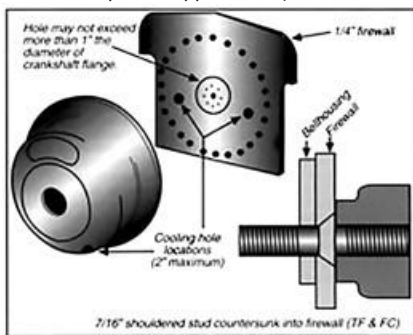


Figure 5: Motor Plate

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 (bell housing), labeled accordingly, complete with motor plate and a full complement of bolts (all available engine bolt holes or as specified by the manufacturer) of minimum 3/8 inch diameter grade 8 bolts or high-strength steel alloy 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 studs and nuts below the centerline of the crank. Modifications or repairs to the flywheel shield are prohibited except if performed and re-certified by the manufacturer.

Exceptions to this rule: Volkswagen and Porsche engine cars do not require 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 flat heads, 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 thick steel plate, securely mounted to the frame or frame structure and completely surrounding the bell housing 360 degrees. The flywheel shield shall not be bolted to either bell housing or the engine. The flywheel shield must extend forward to 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 that is mounted to the engine block at all available bolt holes. Top Fuel, Top Sportsman, and Quick Rod only permit titanium flywheel shields.

FLEXPLATE 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. See Class Requirements for specific information.

FRAME: All butt welds must have visible reinforcement. Grinding of welds is not permitted. All welding on chrome moly (4130) tubing must be done by an approved (TIG) process. Mild steel welding must be done by an approved MIG (wire feed) or TIG process. Welds must be free of slag, 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 bell housing area. No part of the fuel system may be mounted on the firewall except a fuel gauge isolator. Fuel system must be mounted as far away as possible from the flex plate/flywheel area.

FUEL LINES: All lines must be IHRA accepted. Fuel lines in the flywheel bell housing area must be enclosed in a 16" length of steel tubing. 1/8" minimum wall thickness, securely mounted as protection against fuel lines being severed. If fuel lines pass supercharger drive areas, they are highly recommended to 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 locate 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 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 (as noted under Class requirements). All entries must have sufficient tank capacity to make full runs without refueling. Adding fuel after the engine(s) have started is strictly prohibited. The top of the fuel tank must be below the top of the rear tires. When allowed by Class Requirements, plastic fuel cells must have a metal box protecting the part of the cell outside the body lines or trunk floor. Front mounted cells must be protected by at least 1-1/4" .058 cm or .118 ms tubing if mounted outside of the steel body or frame. Nonmetal 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.

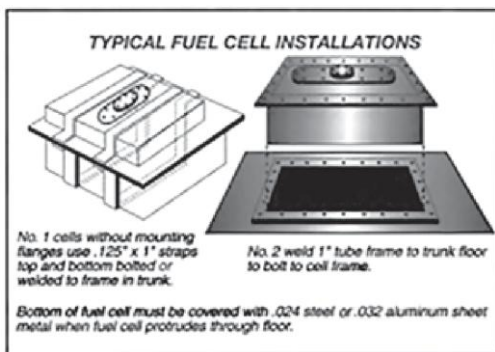


Figure 6: Fuel cell installation

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.

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 the nut. See class requirements for specific grades 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: SFI 18.1 is mandatory on entries running 10.99 or quicker 1/4 or 6.49 or quicker 1/8 (see also ET Bracket Safety and General Rules).

HEAD AND NECK RESTRAINT: SFI 38.1 head and neck restraint required for all vehicles running 160mph or faster.

HEAD PROTECTOR: In any car where a roll bar or roll cage are installed, a padded head protector must be provided at the back of the driver's head and constructed 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 1/4inch compression. The use of weather stripping and similar thin or low impact resistance materials is prohibited. A padded roll bar or cage alone is unacceptable 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 and utilize the appropriate Snell SN, SA, M, or K-rated 2015 or newer helmet as per individual class requirements.

All open bodied entries must use a closed face helmet. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

HOODS: Each car in the 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 exceed 13" above the original hood surface or specified class limitations.

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 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 the frame rail or enclosed in a 16-inch length of thick-walled steel tubing in the flywheel bell housing area. The use of any ignition system (ex. MSD 7531) or related accessory (ex. MSD 7561) or power grid accessory (ex. MSD 7761) that uses a multi-point rev limiter or rate of acceleration limiter is 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, a headliner, door panels, and upholstered seats. A fabric or equivalent must cover all panels. Seats must be securely mounted and made of suitable material not to give way under impact.

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 during jack failure. Disregarding, or failing to observe this rule, is grounds for immediate disqualification.

LICENSE: Each vehicle driver entered in any event conducted at an IHRA sanctioned facility must have a valid State driver’s license beyond a learner’s permit and a Competition License if mandated by class requirements (except Junior Dragster). This license is subject to inspection at any time. All drivers running 0-9.99 ¼ mile or 0 to 6.39 1/8th mile must obtain an IHRA or accepted competition license. All drivers running 0-9.99 (6.39 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 IHRA officials. Sportsman licenses may be approved by a Certified Safety Inspector or IHRA Sanctioned Track Operator. Official IHRA Representatives and professional drivers can only approve Pro licenses at a 1/8-mile track. All applicants for professional licenses must be at least 18 years old before beginning the licensing procedure. The required solo passes include one moderate pass, two half passes, and two full passes. A parachute must be deployed on the full passes.

A driver upgrading his license must 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 must make two complete single passes to re-activate the license and be permitted to compete in eliminations. An inactive license is defined as any racing member not utilizing their competition license in 3 calendar years. 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 classes, 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 classification order is listed below). Competitors must purchase a competition number for each class they wish to compete in.

Level 1-3: TF, NTF, NFC, AFC, PF, PM, PS, FA, NH, TS, TD (ET 0-4.49 1/8 or ET 0-7.49 1/4)

Level 6: Top, Mod, M/C, Box, No Box, Quick Rod, Super Rod, Real Steel, EV (ET 4.50-6.39 or ET 7.50-9.99 1/4)

Level 7: Top, Mod, M/C, Box, No Box, Sportsman, EV, Hot Rod (ET 6.40 & Slower or ET 10.00 & Slower 1/4)

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

EXHIBITION: Jets, Wheel standers, 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 the 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. Plastic or keyed switches are prohibited.

NEUTRAL SAFETY SWITCH: Mandatory on all entries with automatic transmissions to prevent the vehicle from being started while in gear.

NITROUS OXIDE INJECTION SYSTEM: Only systems meeting IHRA approval may be run. All bottle relief valves must have bulkhead fitting on the tank. All bottles must be securely mounted, stamped with a minimum Dot -1800-pound rating. Nitrous Oxide bottle(s) located in the driver's compartment must be equipped with a relief valve and vented outside of the driver's 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 driver's compartment or be completely isolated from the driver's compartment by a firewall that is properly sealed to prevent gas from entering the driver's compartment. The 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. The system must utilize all manufacturers' safety components. 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.

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 an appropriate DOT rating of 1,800 lbs. minimum.

PROTECTIVE CLOTHING: See Class Requirements for type of protective clothing required for a class, such as an 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-faced helmets 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. In any class where SFI pants are not required, short pants, tank tops, and nylon, or flannel pants are prohibited.

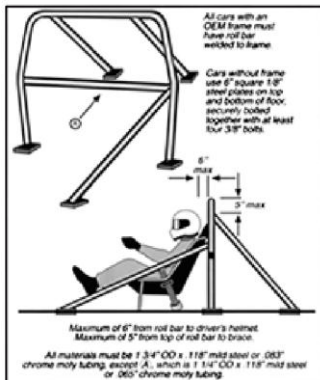
All clothing worn by competitors in all classes must be free of holes and excessive wear. This includes all protective clothing as well as pants and shoes where SFI specified equipment is not mandatory.

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 handled 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 are made to make the vehicle road worthy, have been made and approved.

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. It 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. Sidebar must be included on the driver's side and must pass the driver at a point midway between the shoulder and elbow.



All vehicles with OEM frames must have roll bars bolted or welded to the 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 frames must securely attach roll bars with 6" x 6" x .125 steel plates on top and bottom of the floor bolted together with at least four 3/8" bolts and nuts. If the roll bar is welded to the rocker sill area with .125" reinforcing plates, the four attachment bolts are not mandatory. All chrome moly welding must be done by an 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 is prohibited. The roll bar must be padded anywhere the driver's helmet may come in contact with it while in driving position. Adequate padding must have a 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 without protection above the driver's legs must have a shield or device to prevent legs from protruding outside the chassis. When the driver is in the driving position in an open-bodied car, the roll cage must be at least 3" in front of the helmet. On the 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 criterion is satisfied. On a full-bodied car when the driver is in the driving position, the helmet must be in front of the main hoop. Sidebar must pass the driver at a point midway between the shoulder and elbow. All cage structures must have a crossbar for seat bracing as well as a shoulder harness attachment point which includes a crossbar that 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 the frame is inside of the driver's seat, the roll cage must 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 the TIG process. Welding must be free of slag and porosity. Any grinding of welds is prohibited. Additionally, the 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 are permitted. All male brackets must be a minimum of 1/8 inch with the corresponding female brackets 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 is mandatory 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 9.99 or quicker 1/4 mile, or 6.50 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 or 16.5 driver restraint system. All cars not required by Class Requirements to use an SFI driver restraint system must be equipped with an accepted quick re-lease-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 encounters a 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 the 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 driver's 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.

THE SYSTEM MUST BE UPDATED AT TWO-YEAR INTERVALS FROM THE 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.

Cars using OEM or OEM type seats, may route crotch strap in front of seat instead of through seat. Only those units that release all 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 the manufacturer's instructions.

SHOCK ABSORBERS: See Class Requirements.

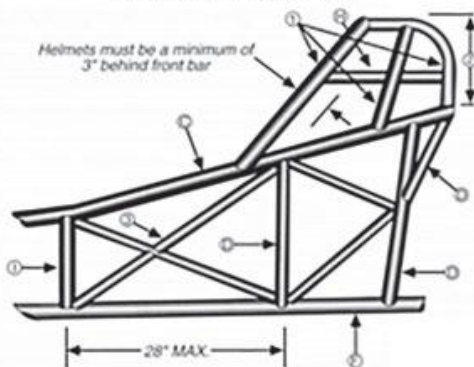
STARTERS: All cars must be self-starting, unless otherwise stated in Class-Specific rules (push starts prohibited in all categories).

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, motor plate or firewall.

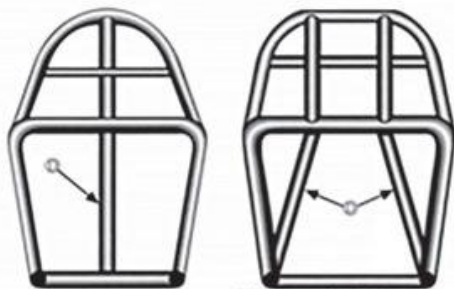
SUPERCHARGERS: ROOTS-TYPE- Maximum size permitted 14-71; 19" maximum rotor case length: 11 1/4" maximum case width: 1/4" minimum case thickness: 1/4" minimum front plate thickness; .300 minimum rear plate thickness.

SEE INFO GRAPHICS ON NEXT COUPLE PAGES

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" O.D., or 6 point 1 1/2" O.D.

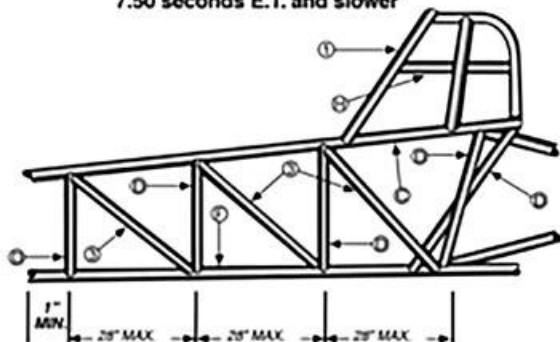
#2 If over 18", dimension ⑩ becomes ⑪, and ⑫ becomes ⑬.

#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
E	1 1/8	.065	.118
F	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

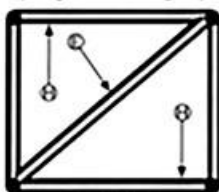
REAR ENGINE DRAGSTERS

7.50 seconds E.T. and slower

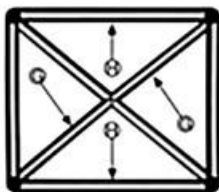


All dimensions apply to drivers compartment only.

FRONT VIEWS (Dragster rear engine)

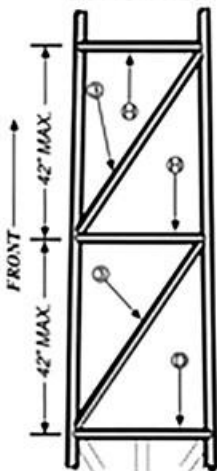


OPTION #1



OPTION #2

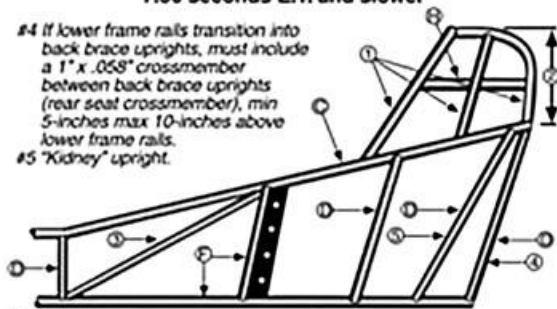
BOTTOM VIEW



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.

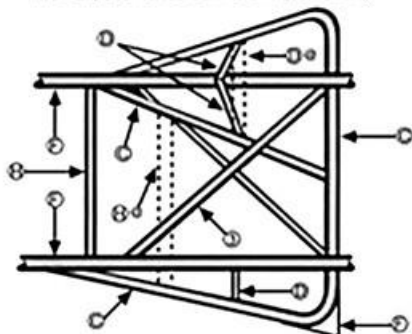


STREET ROADSTER

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"

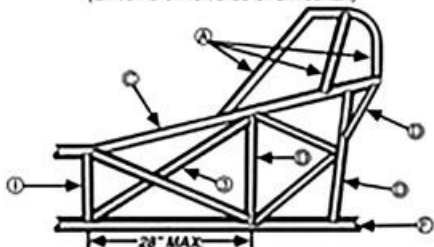
F- Lower frame - needs extension on left side when driver seat is overhanging lower frame rail.

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 .053" is used, for upper **②** and Lower **②** frame and uprights **①**, 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)



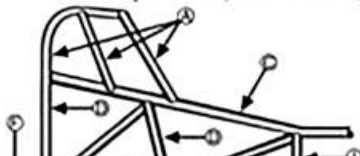
Helmet must be a minimum of 3" behind front bar.

- | | | | |
|---------------------------|------------------------|-------------------------------|-------------------|
| 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)

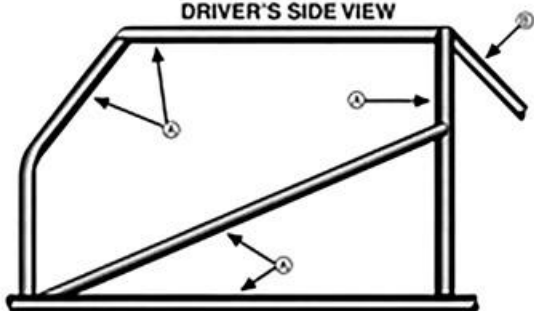


When this design is used for the inner structure, adjacent to the driver, then the outer structure

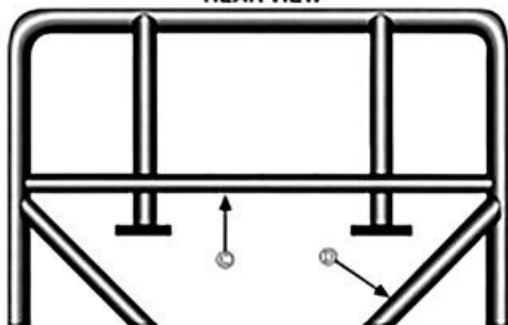
FULL-BODIED CARS

8.50 seconds E.T. and slower

DRIVER'S SIDE VIEW



REAR VIEW



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.	CM	MS
A	1 5/8	.083	.118
B-1	1 1/2	.068	.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		

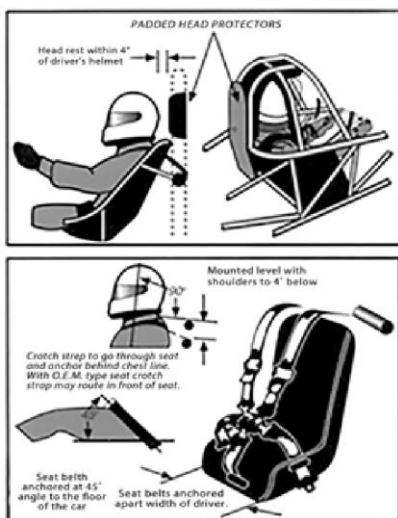


Figure 12 and 13: Head protectors and harness mounting

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. Aluminum 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. Aluminum 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.

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.

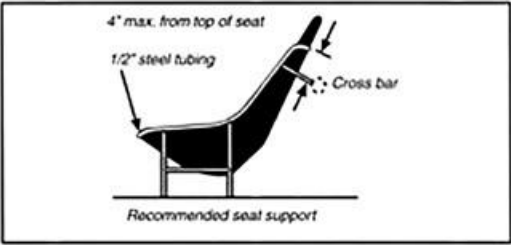
THROTTLES: Each car, regardless of class, must have a foot throttle incorporating positive acting return springs attached directly to the carburetor throttle arm. A positive stop or override prevention must be used

to prevent linkage from passing over center and sticking in an open position. A means of manually returning the throttle to a closed position, using the foot, is to be installed on any mechanical or altered linkage in addition to return springs. Throttle cables or linkages are permitted in all applications. Licensed hand controls are permitted only with approval from Tech Director. **TOW HOOK:** All vehicles competing in National or SSNC 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 wheelbase of the car. Traction bars may not extend into the driver's 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 secure in event of rod end failure.

TRANS BRAKE / TWO STEP/ SWITCHES: 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. Trans brake or switch release must be of traditional mechanical / electrical means. The use of pneumatic or hydraulic switches is prohibited in all classes. Only one release button is acceptable for the system.



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

TRANSMISSION: Any non-automotive-production transmission must comply with IHRA Safety Specs. Automated shifting of manual transmissions prohibited in 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.

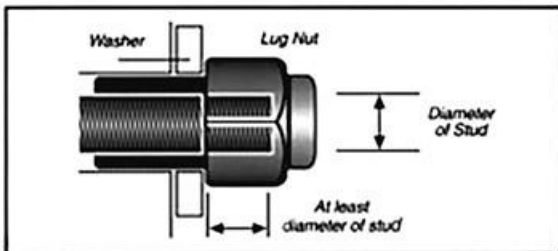
TWO-WAY RADIO COMMUNICATION: The use of two-way radio communication is permitted in some classes, see specific class requirements for details. Telemetry function prohibited. All on-board radios must be securely mounted with a positive retention device.

VENT TUBES: (BREATHERS) All tubes must be vent into the 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.

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

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, NFC 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 aftermarket nuts are used. All wheel studs must project through lug nut when stock nut is used. When using shank-style lug nuts, the stud must protrude into hex portion of the nut at least the diameter of the stud (see illustration below). 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 ¼-mile or 7.49 and quicker 1/8 mile. All cars running in 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.

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

WINDSCREENS: On open-bodied cars, or any other class cars 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.

SFI 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
Web: 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, /25, /30	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- SFI 1.1 & 1.2 two disc maximum Clutch Assemblies used on naturally aspirated vehicles	5 years
6.2	Bellhousing for SFI 1.2, 1.3,1.4 &1.5 Clutch Assemblies	2 years
6.3	Bellhousing for SFI 1.2, 1.3 & 1.4 Clutch Assemblies	2 years
7.1	Lower Engine Containment Device	1 year
7.2	Lower Engine Containment Device	5 years
8.1	Remote Fuel System Drive Assembly	N/A
9.1	Front Wheel Drive Vehicle Bellhousing Shields	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	Bellhousing for SFI 1.2, 1.3,1.4 &1.5 Clutch Assemblies	2 years

6.3 Bellhousing for SFI 1.2, 1.3 & 1.4 Clutch Assemblies	2 years
7.1 Lower Engine Containment Device	1 year
7.2 Lower Engine Containment Device	5 years
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 Side Steer Roadster 7.49 and slower	3 years
10.5 Nitro Funny Car Roll Cage	2 years
14.1 Supercharger Restraint Devices	2 years
14.2 Alcohol Supercharger Restraint Devices	2 years
14.21Screw-Type Supercharger Restraint Devices	2 years
14.3 Nitro-Methane Fuel Supercharger Restraint Devices	2 years
Containment Valve Covers/Valve Cover Shields	2 years
15.1 Drag Race Drive Wheels	N/A
15.2 Drag Race Front	N/A
15.3 Drag Race Drive Wheels	2 years
15.4 Drag Race Drive Wheels	1 year
16.1 Driver Restraint Assemblies	2 years
16.5 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
27.1 Window Nets (Mesh)	2 years
27.1 Window Nets (Ribbon)	N/A
28.1 Fuel Cells	N/A
29.1 Automatic Transmission Flexplate	3 years
30.1 Automatic Transmission Flexplate Shields	5 years
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 Suits	N/A
42.1 Steering Wheel Quick Disconnect/Release	N/A
43.1 Driveshaft	N/A
45.1 Roll Cage Padding	N/A
46.1 Nitro-Methane Fuel Motorcycle Engine Restraint Device	N/A
49.1 Top Fuel Rear Wing Assembly	1 year
49.2 Top Fuel Front Wing Assembly	1 year

GENERAL RACE REGULATIONS

The procedures and regulations set in this book shall be followed at all IHRA sanctioned events. These are guides toward 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 if the contestant deliberately attempts to discredit the run.

ANTIFREEZE: Antifreeze is prohibited from being in vehicles. 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 Top ET, Professional Categories, and vehicles without front brakes. 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 areas, 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 time frame associated with waiting for the car to be 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 cars in the water box is 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 into 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. Once eliminations have begun, switching cars is prohibited. You must finish eliminations with the car you started with except as listed below.

CONTINGENCY AWARDS: Contingency awards are available to current IHRA members. 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. 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 products in question. Non-visible areas are: running board surface, deck lids, 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 from sponsor. Altered includes but is not limited to changes in color, size, shape or decal content.
5. Sponsors may have additional requirements. Specific information is available on 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 competitor's class. Not all decals are available through IHRA.
7. IHRA is not responsible for unpaid claims. The driver/owner must contact the manufacturer directly. 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 both claims and may forfeit contingency for the entire event (i.e. - 2 ignitions systems, fuel pumps, etc.).
11. All winners and runners-up 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 is required.

CO-RIDERS: Co-Riders allowed in vehicles running 14.00 (8.75 1/8-mile) or slower. Co-Rider must be a minimum of 16 years of age. Co-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.

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 for the contestants to make adjustments and repairs, then to complete the race. This rule also applies to cars making single runs.

LANE CHOICE: In classes that are ladderred, first round lane choice goes to the higher qualified car. In subsequent rounds lane choice goes to the car with the quicker ET in the previous round. Stock and Super Stock subsequent rounds are a coin toss. During bracket races, if there is a line of cars in one staging lane, the first car in line will have lane choice, the 2nd car in line will be required to take the opposite lane.

LANE / BOUNDARY CROSSING: In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire crosses 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 elimination, 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.

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NUMBERS: Permanent Numbers recommended for all entries at all 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. 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 at race directors' discretion.

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 rerun. 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/FUEL CHECK: In classes that are required to scale and/or fuel check, it is the responsibility of the racer to do so, unless otherwise prompted or told by signage or a tech/race official. It is the Tech Director or Race Director's discretion on when and where scales and fuel check are performed.

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 when signaled by the head of staging official, 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 it 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 re-stage for a second attempt.

To be considered a round winner, the competitor's 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 over staging 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.

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.

Manipulation of the timing system during staging is not allowed. Wheel turning or bumping will not be tolerated and may be grounds for disqualification as determined by Starter and/or Event Director.

STARTING LINE ACCESS: All professional crew members must display the proper starting line credentials, to pass the head of staging during competition rounds. All drivers and crew members must follow the instructions of security officers. Failure to comply may result in fines or disqualification and loss of restricted area access. Once a car is pre-staged in any class, all crewmen must be back behind the designated cones or line.

STARTING SYSTEM: The "Rollout" at all Sportsman Spectacular 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:

Recommended 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 (7-9)	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 AutoStart.
2. Stage to Start is the amount of time both cars are staged to begin AutoStart 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 AutoStart system, the tire must be in the stage beam for a minimum amount of time before the AutoStart begins. This "Staged Minimum" in Pro classes is .5 seconds and in Sportsman .6 seconds and Junior classes it is 1 second.

During eliminations in all categories, any vehicle starting a run before the tree is activated will be automatically disqualified. 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. In final round, both cars will re-run. **NOTE:** The Autostart 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 Autostart 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.

VIDEO REPLAY: Any captured video by crew, spectators or track is not admissible in determining timing system or starting line discrepancies.

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 of 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.

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.

REFUNDS POLICY

POLICY: There will be no refund of the Car and Driver Entry Fee at any event 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 for a time trial or qualifying pass.

Note: there is no refund for disqualifications.

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. 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 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 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 extends 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. Minibikes, golf carts, four wheelers, etc., must arrive with the race car in the transporter. Separate vehicles with minibikes, golf carts, four wheelers, etc., are not permitted. Anyone operating a pit vehicle must have a valid driver's 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 always keep control of your pet while attending IHRA events. It is mandatory that all pets be always restrained on a leash. 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 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 responsible for their personal conduct and must always behave in a professional manner. 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 stow-aways will not be tolerated. Teams found to have a member without a valid wristband or individuals with them who 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 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 dis-qualify 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 and Team Finals 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.

Free Car/Driver entry into any 2026 IHRA Drag Racing Series or IHRA Summit Sportsman Spectacular Event. Racers must show a valid driver's license and sign the gold card list provided by IHRA at event sign up.

Certain special events at your weekly track may not apply.

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

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.

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 a law will be prohibited from taking part in any IHRA event.

4) **APPEAL AND HEARING:** Any participant can be 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 the 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. 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 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,

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 always rests with the participant.

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.

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 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 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. 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 on IHRA.com. 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 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. 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 disqualified from the event.
- 1. Leaving race car after approaching starting line, leaving car unattended at starting line, water box, or staging area.
- 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 in a class in which it is prohibited.
- 2. Failure to fire engine in required manner for class of participant.
- 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. 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: 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 their 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.

It is ultimately the competitor's responsibility to familiarize themselves with the IHRA class requirements, as well as the IHRA safety requirements. The competitor also agrees they bear the ultimate responsibility when it comes to safety and how their car complies with class rules. The competitor also agrees that no one else other than the competitor is in the best position to know how their particular race car has been constructed and how to safely operate it.

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.

Outlaw Nitro Series National Events

Pregnancy

Participating in drag racing while pregnant is voluntary and all risks are assumed by the participant(s).

Stopping Participation

If, after having participated in one (1) or more races after the start of a season, a participant who is pregnant (or undergoing fertility treatment in advance of pregnancy) wishes to stop participating because of her pregnancy (or fertility treatment), the following rules will apply:

1. Upon submission and IHRA's acceptance of a pregnancy verification letter signed by the participant's OB/GYN provider, the pregnant driver may be replaced by a replacement driver.
2. The replacement driver must have proper credentials and meet event entry criteria.
3. For purposes of the championship series:
 - If the replacement driver earns fewer overall series points than the driver who stopped participating because of her pregnancy (or fertility treatment), all series points earned by the replacement driver will be credited to the driver who stopped participating because of her pregnancy (or fertility treatment); and
 - If the replacement driver earns more overall series points than the driver who stopped participating because of her pregnancy (or fertility treatment), all series points earned by the replacement driver will be credited to the replacement driver.
4. In the event the replacement driver and the driver who stopped participating because of her pregnancy (or fertility treatment) earn the same number of points, the driver with the most rounds won during the regular season will be credited all series points.
5. Any event prize monies will be paid to the payee as designated on the original entry form.

Returning to Participation

If, at the start of a season, a participant chooses to refrain from participating in drag racing, or is not authorized to participate in drag racing, in each case because of a recent pregnancy, then the following rules will apply:

1. If the original participant (i.e., former pregnant participant and medically cleared to participate) competes in one (1) or more national events prior to the seventh event of the season, all points earned by the replacement driver will be credited to the original participant.
2. If the original participant (i.e., formerly pregnant participant and medically cleared to participate) does not compete in one (1) or more national events prior to the seventh event of the season, then all points earned by the replacement driver will be credited to the replacement driver.

DRIVER AND/OR VEHICLE CHANGES

The event director has the option of allowing a driver change or a vehicle change. The spirit of the driver change policy is to accommodate those rare cases where a driver experiences an unforeseen circumstance preventing him/her from continuing competition in an event (i.e., medical problem, personal tragedy, etc.).

REPLACEMENT VEHICLES

1. The original vehicle is withdrawn from competition and cannot be reinstated.
2. A replacement vehicle cannot have been utilized by any other racer at the same event.
3. IHRA Technical Officials must be notified of any vehicle, body, or chassis change.
4. Tech card will need to be updated.
5. Driver must stay within original eliminator category and class entered
6. Checkout runs for replacement vehicles are not available.

TF, FC, and MMPS

Driver retains qualifying times and standings as posted while driving the original entered vehicle. Any number of replacement funny car bodies may be utilized at any time during an event (including eliminations). Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations).

Pro Modified, TAD and T AFC

Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place: Engine platforms/combination changes will be determined by Power Adder: Driver will retain qualifying times and standings as posted while driving the original entered vehicle IF the replacement vehicle has the same engine platform/ combination. The driver WILL NOT retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in PM may return their original power adder at the next subsequent event the contestant attends, without penalty. Engine platform/ combination changes will be allowed during qualifying and eliminations. Any E.T.'s posted will be void for lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including 1st Round). Additional engine platform/combination changes are allowed during the season. Twenty (20) points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change. In the event of a driver changing teams, the point deduction would only apply if the new team changes engine platforms/ combination after one change is made. Engine platform/ combinations will be determined at IHRA's sole and absolute discretion.

Factory Stock Showdown

Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/ combination change is made the following policy will be in place: Engine platforms/combination changes will be determined by Make/Model: Driver will retain qualifying times and standings as posted while driving the original entered vehicle IF the replacement vehicle has the same engine platform/ combination. The driver WILL NOT retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in FSS and may return to their original engine platform at a subsequent event the contestant attends, without penalty. Engine platform/ combination changes will be allowed during qualifying and eliminations. Any ET's posted will be void for lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including 1st Round). Additional engine platform/combination changes are allowed during the season. Twenty (20) points at the time of the change will be deducted from the competitor's total for each additional engine platform/combination change. Engine platform/combinations will be determined at IHRA's sole and absolute discretion.

Super Stock, Stock, TD, and TS

All previous event ET's are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Teams are limited to one replacement vehicle action per event.

QR, HR, and SR

All previous event ET's are voided for the vehicles and drivers involved. Changes must be made prior to first round of eliminations. No changes are permitted after first round of eliminations has been completed. Teams are limited to one replacement vehicle action per event.

PARTICIPANT PROTESTS

Protests by Event Officials may be entered at any time during the event at no charge. Inspections of protested vehicles and outcomes related to, are not limited to the subject matter of the protest.

Contestant Protests must be filed with the proper officials on the day prior to eliminations (class and/or eliminator) of that category or as outlined in writing before a protest will be accepted.

Contestant Protests must be accompanied by a protest fee as outlined below. Protest fee, minus Technical Department expenses, will be forfeited to the vehicle owner if the protested vehicle is found in compliance with the requirements of its class of competition.

If an inspection proves a protested vehicle to be out of its proper class, fees will be refunded, less expenses, and the non-compliant entry will be subject to action as the Event Officials or Technical Department may impose, including possible disqualification, fines, suspension, and/or revocation of competition privileges. A protested engine must be disassembled for inspection and reassembled by the vehicle owner and/or crewmembers. Failure or refusal to disassemble an engine upon demand from an Event Official will result in the removal of the vehicle from further competition and is cause for removal of the vehicle, owner, driver, and crewmembers from the racing facility and such other or further penalties as deemed appropriate by IHRA.

IHRA Pro/Am protest fee: \$2000 Crankshaft Removal, \$1000 Rod / Piston Removal, \$500 Cylinder Head Removal, \$100 Carburetor / Throttle Body Removal.

IHRA Professional category protest fee: \$2500.00

Contestant protests may only be filed by a driver or registered vehicle owner competing in the same event and in the same eliminator category, as the vehicle being protested.

IHRA reserves the right to reject any protest filed that it determines, in its sole and absolute discretion, is frivolous or intended to harass another competitor or to otherwise gain some unfair competitive advantage.



IF YOU HAVE ANY QUESTIONS

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