

## 1. General Regulation

### 1.1. ENGINE

Any small or big block approved model car engine only. Small & Big block engine capacities may range from in cubic inches. Any internal modifications are permitted. Boost bottles permitted. Any mufflers, including tuned pipes and variable chamber pipes are permitted, and exhaust outlets must exit the vehicle pointing to the horizontal or above.

### 1.2. EXHAUST SYSTEM

Competition exhaust permitted. Exhaust must be directed out of the car to the rear, away from driver and fuel tank. Open manifolds and open shorty headers are NOT allowed. Full length or long tube open headers are allowed only if the flanges or the outlets are out of the engine compartment and away from driver and fuel tank. Header Tether is required to be used.

### 1.3. FUEL

Racing gasoline, gasoline, methanol, gasohol, diesel and ethanol permitted. Nitro-methane prohibited even when mixed.

### 1.4. FUEL SYSTEM

All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All batteries, fuel lines, fuel pumps or filler necks located inside trunk require complete dividing wall of at least .024-inch (.6 mm) steel or .032 (.8 mm) aluminum to isolate driver compartment from the trunk area. Fuel lines must be located outside the driver's compartment. Fuel tanks must be within the boundaries of the body. no fuel tank allowed in driver compartment.

### 1.5. LIQUID OVERFLOW

Radiator Catch-can is mandatory for coolant overflow; one pint (.47 l) minimum capacity.

### 1.6. NITROUS OXIDE

Commercially available nitrous oxide permitted, including on supercharged and turbocharged engines. Nitrous bottles in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottles must be stamped with a DOT approval, and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA/NHRA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle prohibited. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped and meets DOT approval. The use of torch or any direct flame to heat up nitrous cylinder is strictly prohibited in any BIC controlled areas. Any reported occurrences will be reported to the Steward to take the necessary disciplinary action.

### 1.7. SUPERCHARGER, TURBOCHARGER

Superchargers and turbochargers are permitted on gasoline, racing gasoline, and methanol burning cars. Supercharger restraint system meeting SFI Spec 14.1 is mandatory on Roots type supercharger when methanol is used as a fuel. Any OEM street-type blower permitted.

## 1.8. Drive train

### 1.8.1. TRANSMISSION, Automatic

Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory on cars running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle.

### 1.8.2. TRANSMISSION, aftermarket Planetary

Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 8.99 seconds or quicker and equipped with aftermarket planetary transmission.

### 1.8.3. CLUTCH, FLYWHEEL, FLYWHEEL SHIELD, Flex Plate, Fox Auto Trans

Flywheel and clutch meeting SFI Spec 1.1, 1.2 (2-disc maximum) is mandatory on any car running 10.99 or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2 6.3, or 9.1 minimum is mandatory on all other cars running 9.99 or quicker. Cars with rotary engines running 10.99 or quicker must be equipped with a flywheel shield made of 1/4-inch (6.35 mm) minimum thickness steel plate surrounding the bell housing 360 degrees.

## 1.9. Driveline

OEM production line all-wheel-drive vehicles permitted. Drive shaft loop required on all cars running 10.99 or quicker. However, all pre 1990 cars must have drive shaft loop (except vehicles running 10.99 or slower cars equipped with street tires.) axle rear end with conventional rear end housing (Example: 1963 through 1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or E.T. Must have 360 degree, minimum 1-inch wide by 1/4-inch thick (25 x 6.4 mm) axle retention loop Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 9.99 or quicker or any car exceeding 135 mph (217.2 km/h). Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 is mandatory on cars running 9.99 or quicker or any car exceeding 145 mph. See General Regulations Transmission shield meeting SFI Spec 4.1 is mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 9.99 seconds or quicker and equipped with Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one calipers per wheel) hydraulic brakes is mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one-piece rear axle may use a single brake Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. One hydraulic shock absorber per sprung wheel is Minimum. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheel-base. See Full automotive-type suspension mandatory. One operating hydraulic shock absorber per wheel is Minimum. Lightening of stock components prohibited. Rigid mounted suspensions prohibited. See Permitted. See General Regulations 3.6. Mandatory on rear engine Dragsters. See General Regulations 4.3. Minimum 3-inches (7.6 cm) from front of car to 12-inches (30.5 cm) behind centerline of front axle, 2-inches (5.1 cm) for

remainder of Mandatory on any car with top speed in excess of 160 mph. Welded spider gear rear ends prohibited in all classes. Four wheel drive permitted per class requirements. Aftermarket axles and axle-retention device mandatory on 9.99 or quicker E.T. cars; also mandatory on any car (regardless of class or E.T.) with a spool. Wheel studs must be 5/8-inch minimum on any car run 8.99.

### 1.10. BRAKES & SUSPENSION

#### 1.10.1. BRAKES

Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes are mandatory on Dragsters and any car running slower than 8.00 seconds. Dragsters running lower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake rotor with dual calipers.

#### 1.10.2. SUSPENSION Altered, Dragsters

Full automotive-type front suspension is mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung is wheel. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheelbase.

#### 1.10.3. SUSPENSION, Stock-bodied cars

Full automotive-type suspension is mandatory. Minimum one operating hydraulic shock absorber per wheel is mandatory. Tempering with stock components is prohibited. Rigid mounted suspensions is prohibited.

#### 1.10.4. WHEELIE BARS

Wheelie bars are permitted. Wheels must be non-metallic.

#### 1.10.4. GROUND CLEARANCE

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

### 1.11. PARACHUTE

Parachute is mandatory on any car with top speed in excess of 150 mph.

### 1.12. ROLL BAR

Roll bar is mandatory in all cars running 10.99 or quicker and in convertibles running 12.99 or quicker, and in dune-buggy type vehicles running 12.00 seconds and slower; all depending on class. Usually come in 4,6 and 8 points.

#### 1.12.1. 4-Point Roll Bar

A 4-point cage is what is typically referred to as the "roll bar". It's a single tube starting from the vehicles floor, wraps up the car's B-pillar, across the roof, and back down the opposing B-pillar. The additional tubes will usually come from the roll bar (in close proximity to the roof), towards the trunk. (See figure below)



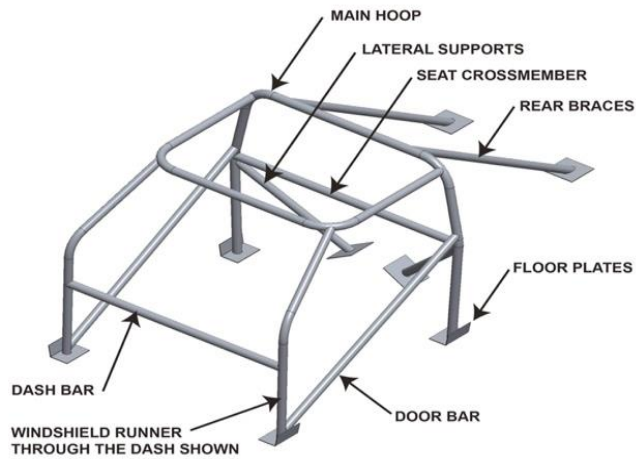
### 1.12.2. 6-Point Roll Bar

A 6-point roll bar is usually a 4-point roll bar with the addition of two down-tubes. Generally, two tubes (one on each side) will come down from high on the B-pillar tube down to the floor; close to the driver's foot-well. (See figure below)



### 1.12.3. 8-Point Roll Bar

A 8-point roll bar is usually a 6-point roll bar with the addition of two down-tubes. (See figure below)



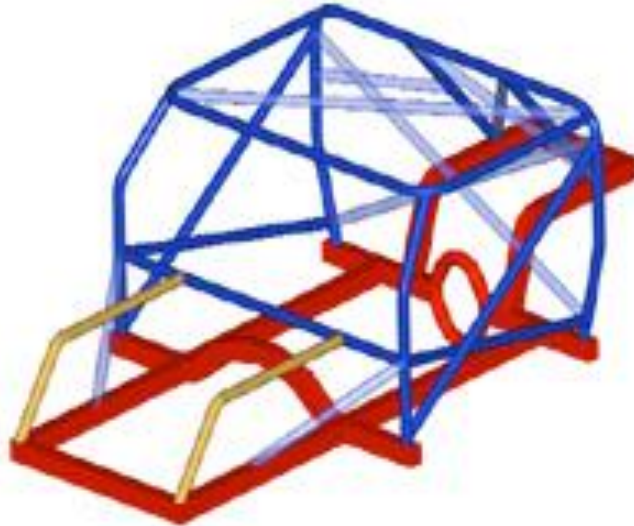
### 1.13. ROLL CAGE

A roll cage is mandatory in all cars running 9.99 or quicker. It is a necessary component for a high performance car, for more than its rollover protection. Just about all safety bodies in almost every class of racing require some form of roll cage. It provides a great deal of protection in a rollover situation; its purpose is not strictly as such. The cage provides a great deal of side, frontal, and rear collision protection. Roll cages come in styles that are typically noted at “points” They usually come in 6, 8, 10, 12, and 14, or more. The “points” is in relation to the number of places the cage is fixed to the frame, and/or structural body members. Convertible cars faster than 8.99 ET must be modified by means of either a sheet metal, aluminum sheet or a carbon fiber sheet that covers the top area of the driver (3/8 inch higher than the top point of the driver’s cage), extending from far left of the driver to the center line of the car and at least 2 ft in width covering the area from the back end of driver’s seat to the top of the steering wheel.



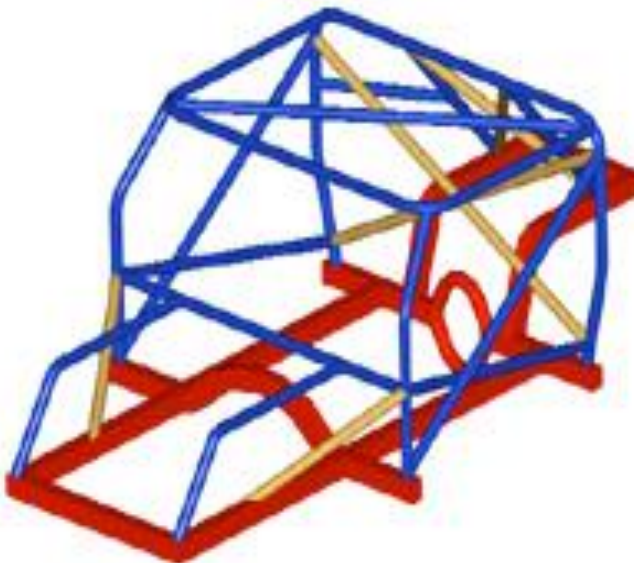
### 1.13.1. 6-Point Roll Cage

6-point cages have the addition of tubes that come forward from the roof section of the roll bar; towards the windshield. These tubes surround the parameter of the inside of the roof, with down-tubes now running down the A-pillars. (See figure below)



### 1.13.2. 8-Point Roll Cage

8-point cages have the added tubes necessary to pass into the engine compartment of the vehicle. These tubes generally start from the knee-bar of the inner cage, travel through the firewall, and are attached to the lead section of the box frame. (See figure below)



### 1.13.3. 14-Point Roll Cage

14+ point cages are simple additions to the current 12-point cage. There are no “typical” additions that make a 12-point cage, into a 14+ point. Some possibilities include those shown below Just as important to the safety of the driver and vehicle, the cage provides something else of importance. The cage adds rigidity to the structure. Having the chassis as stiff as possible aids in many aspects of traction, weight transfer, and suspension geometry. Having the chassis rigid is necessary to road, drag, and off-road racing situations. Less flex equates to more predictable vehicle dynamics. Having the vehicles dynamics stabilized allows the suspension geometries and resistances to be tuned for the maximum performance of the system. To illustrate the effects of stability, take into consideration of a simple truss, versus a single piece of tube. A single piece of tubing defects under load far greater than the same piece of tube, with the addition of the elements of a truss. The safety cage creates a 3-dimensional truss that adds substantial amounts of strength to the structure.

## 1.14. Wheels and Tires

### 1.14.1. TIRES

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

### 1.14.2. WHEELS

Hub caps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, and condition of Spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are prohibited on any class car. Each Car in competition must be equipped with automotive-typewheels with a minimum 13 Inches of diameter unless class requirements stipulate otherwise. All wheel studs must project into the hex portion of the lug nut by a Distance equal to one diameter of the stud. Maximum rim width on any car is 16 inches. No rear-wheel discs or covers permitted in any Category.

## 1.15. Interior

### 1.15.1. SEATS

Properly braced, framed and supported seats constructed of aluminum, composite material, double layer poly or Carbon Fiber (automotive accessory seats) permitted.

### 1.15.2. SEATBELTS

Seat belt is mandatory in all cars. Three-inch (7.6 cm) driver restraint system meeting SFI Spec16.1, mandatory in any car running 10.99 or quicker and in convertibles running 12.99 or quicker, and Dune buggy type vehicles running 12.00 seconds or slower. SFI 16.1 restraint system, when required, includes crotch strap, and must be updated at two-year intervals from date of manufacture.

### 1.15.3. SHEET METAL

Driver compartment interior must be aluminum, steel, or Carbon Fiber. Magnesium NOT allowed.

## 1.15.4. WINDOW NET

Any vehicle that is required by the rules to have a roll cage should have a window net. A ribbon-type or SFI 27.1 mesh-type window net is mandatory for any full-bodied car running 7.50 (\*4.50) to 9.99 (\*6.39) or if vehicle runs 135 mph or faster.

## 1.15.5. STEERING

If removable steering wheel is used in cars running between 7.49 (4.49) 6.00 second (3.66), commercially available quick-disconnect steering-wheel adapter meeting SFI Spec 42.1 mandatory.

## 1.16. BODY

### 1.16.1 BODY, Stock-bodied vehicles

Stock bodied vehicles must have full top and windshield. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance, altered fenders must have edges re-rolled or beaded.

### 1.16.2. BODY, Altered-body vehicles

Vehicle body may be chopped, channeled, sectioned, streamlined, etc. in PRO class only. Sedan delivery, 1-ton max trucks or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

### 1.16.3. FIREWALL

In an effort to maintain safety and quality, firewall is mandatory. Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All holes in firewall must be sealed with aluminum or steel. In certain instances, fiberglass, carbon fiber, or other composites may be used. See Class Requirements. Use of magnesium prohibited.

### 1.16.4. FLOOR

Floor of a car is mandatory and could be made of be aluminum 0.032, steel 0.024, or Carbon Fiber. Magnesium NOT allowed.

### 1.16.5. HOOD

Hood is optional. Carburetors must be covered by flash shield or scoop. Hood scoop may not extend more than 11-inches (27.9 cm) above height of hood surface.

### 1.16.6. WINDSHIELD, WINDOWS, Stock-bodied vehicles

Mandatory, must be in good condition and free from cracks. Maybe replaced with Plexiglas, Lexan or shatterproof material, 1/8-inch (3.2 mm) minimum thickness. OEM windshield may not be cut for scoops, carburetors, etc. Windshield/window tint must meet the applicable government requirements. Windows must be closed during races, need not be operable. Decals permitted on rear quarter and rear window only.



## 1.17. Electrical

### 1.17.1. Batteries

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

### 1.17.2. Master Cutoff

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

### 1.17.3. TAIL LIGHTS

All cars must have at least one taillight. Any other type of lights in substitute for the taillight (blinking lights) is not allowed.

## 1.18. MOUNTING HARDWARE

Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc.

## 1.19. Driver

### 1.19.1. DRIVER RESTRAINT SYSTEM

Required, see Seatbelt requirements above.

### 1.19.2. HELMETS & GOGGLES

As outlined under Class Requirements, drivers in all classes must wear a helmet meeting SNELL or SFI Specifications or BSI BS 6658-85 type A (including all amendments) Specs. SFI Spec 31.2 = SNELL SA, full-face helmet. Drivers in all 13.99 or quicker cars, and all dune buggy type vehicles running 14.00 seconds

or slower must wear a helmet meeting SNELL 90, 95, K98, 2000, or SFI 31.1A, 31.2A, Specs. Drivers in supercharged front-engine open-bodied cars and Funny Cars must wear a helmet meeting SNELL SA95, or SFI 31.1 or 31.2 Specs or BSI BS 6658-85 type A (including all amendments) Specs. Drivers in Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster and Top Methanol Funny Car must use a helmet meeting SNELL SA95 or SFI 31.2 Specs, except as noted under Class Requirements. SNELL K98 is acceptable in place of any SNELL M rated helmet. Drivers of any open bodied car wearing an "open face" helmet, must wear protective goggles. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

### 1.19.3. NECK COLLAR

Neck collar is mandatory in all cars running 9.99 or quicker, or cars exceeding 145 mph.

### 1.19.4. PROTECTIVE CLOTHING

“Protective clothing” includes a suit (one-piece suit or jacket and pants), head sock, gloves, boots or shoes and females must wear a sports bra (if worn). Suit/jacket and pants must each be labeled as meeting applicable SFI Specification or FIA standard where applicable. Minimum Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory for all cars, except for vehicles, supercharged or turbocharged with alcohol, or when automatic transmission is located in driver compartment: Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5. For all open bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory.

## 2. General Safety Rules for All Classes

1. Drivers in all classes must wear a helmet meeting NHRA class require or FIA.
2. Drivers in all classes must wear a Racing suit meeting NHRA require or FIA.
3. Must have at least 2 door exit of driver compartment (Door slammer).
4. Any changes to the car must be addressed to the scrutineers.
5. Original seat belts on vehicles running 11.99 ET and four-point seat belts and more required on vehicles doing less than 11.99 sec. and 13.99 for opened body's and convertible
6. 4,6 or 8 point Rolle bar is mandatory for any vehicle running 10.99 ET or lower than.
7. Aftermarket SFI seat for car running 10.99 ET.
8. Driveshaft loop is mandatory for any cars running 10.99 ET or any car with slick tires.
9. All cars running 10.99 sec and faster require a master electrical cutoff with the ON/off position clearly marked on all classes.
10. Transmission shield is mandatory on all car's running 10.99 ET or lower.
11. Harmonic balancer meeting SFI Spec 18.1 mandatory in any car running 10.99 (\*6.99) or quicker.
12. Flywheel shield is mandatory on any car running 9.99 ET or lower than.
13. Aftermarket drive shaft mandatory in any car run 9.99 or quicker
14. Neck collar meeting SFI Spec 3.3 mandatory in all cars running 9.99 (\*6.39) or quicker or cars exceeding 135 mph.
15. 6 point role cage is mandatory for any vehicle running 9.99ET or lower than.
16. 12 point role cage is mandatory for any vehicle running 8.99ET or lower than.
17. Aftermarket axles and axle-retention device mandatory on any car running 9.99
18. Cars running between 7.49 (\*4.49) and 6.00 (\*3.66) seconds must meet SFI Spec 25.1, 25.2, or 25.3 roll cage.
19. Parachute is mandatory for vehicles running 250 KMH / 150 MPH.
20. All classes car must equip with engine diaper or belly tray ( minimum 2-inches- high lip on all sides ).
21. Radiator catch-can is mandatory for coolant overflow as well as oil catch-can for all cars with wet sump or without PCV valve.
22. Coolant or additive to cooling system prohibit (only pure water).
23. Fenders and quarter panel area must be smooth and has no sharp edges.
24. Burnout must be done by the driver and no one else is allowed to hold the car during the burnout, the crew is allowed to toggle the data switch on prestaging but never touch the car by all means while staging.

25. Driver must not leave the vehicle when entering the run process.
26. Vehicle can only enter one class per race.
27. Racing gasoline, gasoline, alcohol, gasohol, and ethanol permitted. Nitro methane and propylene oxide prohibited.
28. Fuel tank located inside trunk require complete bulkhead of at least .024-inch steel or .032-inch aluminum to isolate driver compartment from trunk (Firewall mandatory).
29. All batteries must be securely mounted. Batteries may NOT be relocated in the driver or passenger compartment uncovered, it must be covered in a box fastened to vehicle body or frame with 3/8 studs.
30. Driver compartment of any enclosed or full-bodied car must be totally sealed from engine and transmission.
31. In gear kill ignition is mandatory, Vehicle should not start while it is in gear (for example in D)
32. All lug nuts must be present & tightly hold the wheel & tire assembly to the car's hub.
33. All carburetors must be covered either with hood or scoop.
34. Accelerator pedal must have a return spring & operate freely.
35. Custom fuel lines has to be routed from outside of the car and isolated from the driver compartment.
36. Nitrous oxide if mounted in driver's compartment must be equipped with relief valve and vented outside of compartment if equipped with a heater pad.
37. Nitrous bottles mount must be bolted directly to vehicle body or frame
38. OEM windshield may not be cut for scoops, carb, etc.
39. All windows must be clear (only factory tinting acceptable)
40. All windows intact and rolled up during the race
41. Front windshield has to be clear with no cracks
42. Door hinges on any lift-off door must have safety pins or locks.
43. Cars with (T top roofs) should be removed and replaced with steel frame and covered with aluminum, carbon fiber, fiberglass or steel.
44. Minimum one Tail light mandatory on all vehicles
45. Open manifolds and open shorty headers are NOT allowed
46. Headers tether is mandatory on any removable collector. (BOLTED)
47. Floor is mandatory from steel 0.024, aluminum 0.032, or carbon fiber.
48. Clamps (steel and plastic) are permitted on hoses, wires & fuel lines.
49. Electrical wires has to be zip tied and safely located away from any heat and fuel line.
50. Exhaust must be directed out of car to rear, away from driver and fuel tank.
51. Maximum front overhang of 45" as measured from centerline of front spindle, an extension may be added to reach the maximum length. Unless OEM is longer.
52. Wheel should be OEM allowable + 2 inches to extend maximum.
53. Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan and headers.
54. Brake system should be functioning on all 4 wheels
55. Vehicle push start is not allowed beyond the water box.
56. All entered vehicles must be in good condition & appearance. Excessive body damage, primer body panels, etc., are not allowed. The mechanical condition of the vehicle must always meet these technical requirements, & shall not pose a hazard. The vehicle may be inspected for violations at any time during the event.
57. Both drivers must have their pre stage lights lit before either may advance into the stage beams. Once both lights have been lit a driver cannot re-stage for a second time. Doing so will result in disqualification. All decisions of the starter are final.

58. All racers must have a valid, current issued driver's license to compete.
59. Bahrain Drag Racing Club is not responsible for any accident or damages to any vehicle in the races.
60. Driver must not leave his vehicle when entering the Drag Strip
61. No two-way radio allowed in any index class.
62. Delay box not allowed in all Index classes or any devices works like it. A delay box or delay device is defined as any device (electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between the releases of transbrake.
63. Steel, aluminum and carbon fiber wheel tub only.
64. Exhaust outlet must be designed 45 degrees or more facing upwards to prevent debris/metal from engine or its components to cause damage to either individuals or components at the vicinity of the subject car.
65. Minimum 4 cars to open a class except Pro-mod.
66. Bye runner must complete a full pass.

### 3. NHRA E.T. QUICK REFERENCE CHART & SFI EXPIRATIONS

Y = Required • C = Convertibles • Numbers Refer to General Regulations • Years Refer to SFI Expirations • In no way is this Quick Reference Chart intended to supersede or replace the current NHRA Rulebook (quarter-mile e.t.s)

Unless otherwise noted in this E.T, Quick Reference Chart, refer to SFI Foundation.com for the latest version of all non-chassis specifications. Also, unless otherwise noted in this document, refer to TechConnect. NHRA.com for the latest SFI chassis specification versions. Note: Only certified NHRA chassis inspectors and authorized NHRA officials have access to TechConn.NHRA.com. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event.

Item	6.00 to 7.49	7.50 to 9.99	10.00to 10.99	11.00to 11.49	11.50to 13.99	14.00&Slower	Expiration
Master Electrical Cutoff Switch	Y	Y	8:4 / 135 mph	8:4	8:4	8:4	
Nick Collar (SFI 3.3)	Y	Y	10:8	10:8	10:8	10:8	
NHRA Competition License	Y	Y	10:4	10:4	10:4	10:4	
NHRA Chasis Sticker	Y	Y	4:4	4:4	4:4	4:4	
Padding Roll Bar/Cage	Y / SFI	Y / SFI	Y / SFI	Y			
10:6 / 135 mph 10:6 / 135 mph							
Parachute	Y	Y / 150 mph	4:8	4:8	4:8	4:8	
Presurizad Bottles DOT (1800)	Y	Y	Y	Y	Y	Y	
Protective Clothing	Y	Y	Y	Y	10:10	10:10	
SFI 3.2A/15; 3.2A/20; 3.2A/25; 3.2A/30 Driver's Suit 5years, incl. year on tag							
Roll Bar			Y	Y	C / 13.49	4:10	
Roll Cage	Y	Y	Y / 135 mph	4:11	4:11	4:11	
SFI Chassis Specification	Y	4:4 / 180 mph	4:4	4:4	4:4	4:4	
SFI 2.1; 2.2; 2.3; 10.1; 10.5; 25.1 Full Body Chassis Spec; Pro Stock							1 year
SFI 2.4; 2.5; 2.6; 2.7; 10.2; 10.3; 10.4; 25.1 Adv. E.T.; 25.2; 25.3; 25.4; 25.5							3 years
Supercharger Restraints (SFI 14.1; 14.2; 14.21; 14.3)	Y	1:11	1:11	1:11	1:11	1:11	2 years
Taillight	Y	Y	Y	Y	Y	Y	
Transmission Flex plate (SFI 29.1)	Y	Y	2:14	2:14	2:14	2:14	3 years
Transmission Locking-Type Dipstick	Y	Y	Y				
Transmission Reverse Lockout	Y	Y	Y	Y	Y	Y	
Transmission Shield (SFI 4.1)	Y	Y	Y	2:14	2:14	2:14	Rigid, 5yrs. Flexible, 2 yrs.
Window Net Full-Bodied Cars	Y	Y	6:3 / 10:3	6:3 / 10:3	6:3 / 10:3	6:3 / 10:3	

Item	6.00 to 7.49	7.50 to 9.99	10.00 to 10.99	11.00 to 11.49	11.50 to 13.99	14.00 & Slower	Expiration
Aftermarket Rear Axles	Y	Y	Y	2:11	2:11	2:11	
Arm Restraints (Open-Bodyed Cars)	Y	Y	Y	Y	10:3 / 11.99	10:3	
Bellhousing (SFI 6.1; 6.2)	Y	Y	Y	Y	2:10	2:10	
Driver Restraint System (SFI 16.1; 16.5)	Y	Y	Y / 10:5	Y / 10:5	C / 10:5	10:5 / 10:11	2 years
Driveshaft Loop	Y	Y	Y	Y	2:4	2:4	
Electric Vehicle 16.00 & Quicker	Y	Y	Y	Y	Y	2:4	
Flexplate Shield (SFI 30.1)	Y	Y	2:14	2:14	2:14	2:14	5 years
Flywheel/Clutch (SFI 1.1; 1.2)	Y	Y	Y	Y	2:5	2:5	2 years

## 4. CLASSES

### 4.1. Index 7.5 (RWD, FWD, and AWD) ET 7.5 sec limit.

This class is 1/4 mile have any tire height. Anybody, Full tube chassis door slammers (no dragster) maximum weight reduction. All out engine modification any 4,5,6 and V8-cylinder production , maximum 2 power adders. Any type of engine and transmission is allowed.

This class is designated for all types of cars and is restricted by a 7.50 sec bracket rule. Any competing car must meet all safety requirements as written in the BMF Rule Book (safety, ET and speed).

#### 4.1.1. CLASS SUMMARY

Pro-tree (.400) class for F/R/AWD 4/6/8 cylinder or rotary OEM frame Full tube vehicles. Slicks and open exhaust allowed.

#### 4.1.2. BODY

All type of bodies allowed. NO OEM window glass allowed Lexan or high Quality for safety, the use of fiber glass is allowed on all body panels.

#### 4.1.3. INTERIOR

Doors must open and close from inside and outside the vehicle (door-slamer).

#### 4.1.4. CHASSIS AND SUSPENSION

Stock Chassis & Back half /Full tube chassis allowed and the uses of wheelie bars are allowed.

#### 4.1.5. ENGINE

All types of engines allowed. Outside manufacturer engine swaps allowed. Engine diaper or belly pan required.

#### 4.1.6. FUEL

Racing Fuel, ethanol and Methanol allowed. Nitro Methane PROHIBITED EVEN WHEN MIXED.

#### 4.1.7. POWER ADDERS

Turbochargers, Superchargers and Nitrous Oxide Systems permitted in any combination.

#### 4.1.8. TIRES

All cars in competition are permitted to use any tire size and should not be tried any body panel. ( "W" TYPE TIRES ARE ALLOWED )

#### 4.1.9. Roll cage

Minimum sfi-25.3 roll cage.

## 4.1.10. DRIVETRAIN AND TRANSMISSION

FWD, AWD, or RWD allowed. Any type of transmission allowed. Drive shaft loop & Transmission SFI Shield required or ballistic blanket.

## 4.1.11. FIREWALL

Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch titanium or steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor

## 4.1.12. ELECTRONICS

Bracket Racing Aids: No throttle stops, delay boxes or other driver aided electronics. The application or use of any device, mechanical or electronic, that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

## 4.2. Super street outlaw 29.5 (V8 +)

1/8-mile heads up with Stock chassis, bolt-on, engine internal modification, suspension modification, maximum 1 power adder, V8 or bigger engines with rear wheel drive tunnel ram or sheet metal allowed. Only 29.5x 10.5" off-road slick or radial tires allowed (W tire not allowed).

1. Any transmission
2. Dual power adders "Prohibited"
3. Tire - ( 29.5 no W )
4. Any suspension
5. No wheelie bars
6. Generally Shaped Cars / Body
- 7.No Pro Mods
8. Fiberglass or carbon fiber limited to front clip, fenders, doors and trunk.
9. Stock Wheelbase +/- 2 inches
10. Front Overhang Max 45 inches from center of spindle

### 4.2.1. WEIGHTS

1. SB NA - NO WEIGHT
2. BB NA - 2100
3. SB NOS - NO WEIGHT
4. BB NOS 5.0 - 2300
5. BB NOS over 5.0 - 2425 (905 & Smaller - 2375)
6. SB SINGLE - 2400
7. BB SINGLE - 2550 (Non-Hemi 2475)
8. BB TT - 2825 (ANY SIZE TURBO)
9. BB TT (Non-HEMI) - 2800 (ANY SIZE TURBO)
10. SB TT 2475 (Up to 4.500 bore space, under 500 cu in)
11. SB TT 2650 (4.600 bore space, or over 500 cu. in.)
12. SB TT 2750 (Hemi)
13. SB PROCHARGER - 2400 (Stock Bore Space)
14. SB PROCHARGER - 2500 (4.500 Bore Space)
15. SB PROCHARGER - 2600 (4.600 Bore Space)
16. BB PROCHARGER - 2675 (Non-HEMI - 2600)

17. (BB PROCHARGER - +60 LBS. for more than 3 forward gears)
18. SB ROOTS - 2400
19. BB ROOTS - 2650
20. SB SCREW - 2575 (Stock Bore Space)
21. SB SCREW - 2625 (4.500 Bore Space)
22. SB SCREW - 2675 (4.600 Bore Space)
23. SB SCREW - (HEMI add 50lbs. to any Bore Space Weight)
24. BB SCREW - 2850 (Non- Hemi 2800)
25. BB TWIN PROCHARGER - 2675

### 4.3. OUTLAW – 4 Cylinders Front Wheel Drive, Rear wheel and AWD

¼ mile heads up with Stock chassis, bolt-on, all out engine modification, suspension modification, power adders, Nitrous, turbo or supercharged 4-cylinder trans-brake allowed, sequential transmission allowed, maximum weight reduction (back and passenger seat, dashboard, carpet, etc. can be removed)

#### 4.3.1. OUTLAW 4 cylinder RULES SUMMERY

1. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
2. Back half chassis is allowed rear tires are allowed up to 10.5W.
3. Any type of transmission is allowed.
4. Minimum 12-point roll cage is mandatory for this class.
5. Minimum 4-point safety belt is mandatory.
6. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
7. Driveshaft loop is mandatory.
8. Towing bracket in front of the car is mandatory.
9. Racing suite is mandatory (minimum d).
10. Only 4 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area.
11. Nitrous system must be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater.
12. Safety bars must be padded.
13. Any types of engines are allowed.
14. Window net required.
15. Tinted window NOT allowed.
16. Lexan allowed (windows do not have to function).
17. Vehicle must start by an ignition switch (push button, key, etc.) accessible to the driver.
18. The use of trans-brake in the burnout area is not allowed.
19. Burnout must be done by the driver and NO one else is allowed to hold the vehicle.
20. Brake line lock allowed.
21. Racing gasoline, methanol, gasohol and ethanol permitted. Nitro-methane is prohibited even when mixed.
22. Fuel tank must be located within the boundaries of the vehicle.
23. Wheelie bars permitted (Wheels must not be metal).
24. Flex plate, flywheel and driveshaft must be SFI approved.
25. After market axles and drive shaft required.
26. Trans brake allowed.
27. Engine firewall cutting modification NOT allowed (Modification of fire wall is allowed for transmission, Header clearance & turbo plumbing only).

### 4.4. Outlaw 6 cylinder – Rear Wheel Drive (plus 6-cylinder AWD)

1/8-mile heads up with Stock front chassis, bolt-on, engine internal modification, suspension modification, maximum 2 power adder, and RWD 6 cylinder or 2-rotor minor modification to the firewall for turbo plumbing and transmission only under discretion of the scrutineers.

#### 4.4.1. CLASS RULES SUMMARY

1. Must be stock front chassis with minor alteration (Front rail up to centerline of the tower)
2. Strengthening the chassis is allowed (back half, Sub-frame connector, torque arm etc.)
3. All windows maybe replaced with High Quality plastic or Lexan glass, must be in very good condition with no cracks.
4. All vehicle are allowed to run after-market engines.
5. Only 6 crew is allowed to help the racer (Driver) in the paddock.
6. Tire must not be outside the quarter panels.
7. Street tires are not allowed. Drag Radial tire and full slicks (max 10.5 W 31-inch height).
8. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
9. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside the driver's compartment if equipped with a heater pad.
10. Vehicle must start by an ignition switch
11. Trans-brake is allowed
12. Racing gasoline, methanol, gasohol and ethanol permitted. Nitro-methane prohibited even when mixed.
13. Open headers long tube are allowed.
14. Engine firewall cutting modification NOT allowed (Modification of fire wall is allowed for transmission, Header clearance & turbo plumbing).
15. Brake line lock allowed
16. Driveshaft loop is mandatory.
17. Towing bracket in front of the car is mandatory
18. Full interior maybe removed
19. Racing suite is mandatory (minimum 5-layer suit).
20. MUST have at least one functional taillight (light must be on during the run).
21. After market front suspension components allowed (must bolt-on and mount in stock mounting points) otherwise should meet SFI spec 25.3 if quicker than 7.49 (4.49) sec.
22. Wheelie bars are not allowed.
23. Wheelbase should be OEM allowable + 2 inches to extend maximum.
24. After market bolt on suspension, Ladder bars and four link are allowed.
25. Fiberglass limited to hood, bumpers, fenders, back hatch & Doors (One Piece front end is allowed).
26. Two power adder is allowed.
27. Drive shaft loop is mandatory.
28. Aftermarket Fuel Cell has to be SFI approved.
29. Full tube chassis is strictly prohibited. Entries must retain front factory frame rails. Front frame rails & shock towers may be notched or modified for headers clearance, but must be in stock location. Frame rails must extend to the center of the front spindle. + or - 2" allowed. After market bolt-on front clip and K-member is allowed.
30. Replacing stock floors with .024" steel or .032" aluminum & carbon-fiber allowed.



## 4.5. Index 10.00 Class & 9.00 Class

This class is designated for all types of cars and is restricted by a bracket rule. Any competing car must meet all safety requirements as written in the BMF Rule Book safety, ET, and speed.

### 4.5.1. CLASS SUMMARY

Pro-tree (.400) class for F/R/AWD 4/6/8 cylinder or rotary OEM frame Full tube vehicles. Slicks and open exhaust allowed.

### 4.5.2. BODY

All type of bodies allowed. To replace OEM window glass with lexan for is allowed, the use of fiber glass is allowed on all body panels.

### 4.5.3. INTERIOR

Doors must open and close from inside and outside the vehicle. No center drive configurations. Driver seat must be secure in factory location. No other interior restrictions. All cars are allowed to remove both passenger and rear seats.

### 4.5.4. CHASSIS AND SUSPENSION

Stock Chassis & Back half / tubbed chassis allowed. Full tube chassis is not allowed and the uses of wheelie bars are not allowed.

### 4.5.5. DRIVETRAIN AND TRANSMISSION

FWD, AWD, or RWD allowed. Stock driveline configuration must remain. Any type of transmission allowed. Drive shaft loop & Transmission SFI Shield required or ballistic blanket. The Use of Trans-brake is allowed.

### 4.5.6. EXHAUST

Any type of exhaust system permitted.

### 4.5.7. FIREWALL

Each car must be equipped with a factory firewall extending from side to side of the body. Notching and piping the Firewall is allowed but must be sealed with aluminum or steel.

### 4.5.8. TIRES

Slicks / Semi Slicks approved tires allowed. All cars in competition are permitted to use any tire size and should not be tried any body panel. ( "W" TYPE TIRES ARE ALLOWED )

### 4.5.9. ROLL BAR

Roll bar is mandatory in all cars running 10.99 or quicker and in convertibles running 12.99 or quicker.

### 4.5.10. ROLL CAGE

Roll Cage is Mandatory in all cars running 9.99 or quicker.

### 4.5.11. ELECTRONICS

Bracket Racing Aids: No throttle stops, delay boxes or other driver aided electronics. The application or use of any device, mechanical or electronic, that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

### 4.6. Index 8.50

This class is designated for all types of cars and is restricted by a 8.50 sec bracket rule. Any competing car must meet all safety requirements as written in the BMF Rule Book (safety, ET and speed).

#### 4.6.1. CLASS SUMMARY

Pro-tree (.400) class for F/R/AWD 4/6/8 cylinder or rotary OEM frame Full tube vehicles. Slicks and open exhaust allowed.

#### 4.6.2. BODY

All type of bodies allowed. to replace OEM window glass with Lexan for is allowed, the use of fiber glass is allowed on all body panels.

#### 4.6.3. INTERIOR

Doors must open and close from inside and outside the vehicle. No center drive configurations

#### 4.6.4. CHASSIS AND SUSPENSION

Stock Chassis & Back half /Full tube chassis allowed, and the uses of wheelie bars are allowed.

#### 4.6.5. ENGINE

All types of engines allowed. Outside manufacturer engine swaps allowed. Engine diaper or belly pan required.

#### 4.6.6. FUEL

Racing High Octane Fuel, Methanol allowed. Nitro Methane PROHIBITED EVEN WHEN MIXED.

#### 4.6.7. POWER ADDERS

Turbochargers, Superchargers and Nitrous Oxide Systems permitted in any combination.

#### 4.6.8. TIRES

All cars in competition are permitted to use any tire size and should not be tried any body panel. ( "W" TYPE TIRES ARE ALLOWED )

#### 4.6.9. Roll Cage.

Minimum 14 points roll cage.

#### 4.6.10. DRIVETRAIN AND TRANSMISSION

FWD, AWD, or RWD allowed. Stock driveline configuration must remain. Any type of transmission allowed. Drive shaft loop & Transmission SFI Shield required or ballistic blanket.

#### 4.6.11. EXHAUST

Any type of exhaust system permitted.

#### 4.6.12. FIREWALL

Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor

#### 4.6.13. ELECTRONICS

Bracket Racing Aids: No throttle stops, delay boxes or other driver aided electronics. The application or use of any device, mechanical or electronic, that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

### 4.7. COMPETITION (RWD, FWD, and AWD) ET 4.5 sec limit.

This class is 1/8 mile have a minimum 32 tire height. Any body, Full tube chassis and dragster maximum weight reduction. All out engine modification any 4,5,6 and V8-cylinder production , maximum 2 power adders. Any type of engine and transmission is allowed.

This class is designated for all types of cars and is restricted by a 4.50 sec bracket rule. Any competing car must meet all safety requirements as written in the BMF Rule Book (safety, ET and speed).

#### 4.7.1. CLASS SUMMARY

Pro-tree (.400) class for F/R/AWD 4/6/8 cylinder or rotary OEM frame Full tube vehicles. Slicks and open exhaust allowed.

#### 4.7.2. BODY

All type of bodies allowed. NO OEM door window glass allowed Lexan is recommended. The use of fiber glass is allowed on all body panels.

#### 4.7.3. INTERIOR

Doors must open and close from inside and outside the vehicle (doors lamer).

#### 4.7.4. CHASSIS AND SUSPENSION

Stock Chassis & Back half /Full tube chassis allowed, and the uses of wheelie bars are allowed.

#### 4.7.5. ENGINE

All types of engines allowed. Outside manufacturer engine swaps allowed. Engine diaper or belly pan required.

#### 4.7.6. FUEL

Racing Fuel, ethanol and Methanol allowed. Nitro Methane PROHIBITED EVEN WHEN MIXED.

#### 4.7.7. POWER ADDERS

Turbochargers, Superchargers and Nitrous Oxide Systems permitted in any combination.

#### 4.7.8. TIRES

All cars in competition are permitted to use any tire size and should not be tried any body panel. ( "W" TYPE TIRES ARE ALLOWED )

#### 4.7.9. Roll cage.

Minimum sfi-25.3 roll cage.

#### 4.7.10. DRIVETRAIN AND TRANSMISSION

FWD, AWD, or RWD allowed. Any type of transmission allowed. Drive shaft loop & Transmission SFI Shield required or ballistic blanket.

#### 4.7.11. FIREWALL

Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch titanium or steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor

#### 4.7.12. ELECTRONICS

Bracket Racing Aids: No throttle stops. ( delay boxes is allowed ). The application or use of any device, mechanical or electronic, that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

## 4.8. PROMOD

### DESIGNATION

1/8 mile heads up

PM, preceded by car number. Classes of competition within Pro Modified are for supercharged, methanol-burning, turbocharged methanol or gasoline-burning, or nitrous-assisted, gasoline burning full-bodied cars. Minimum weight at the conclusion of run, including driver:

Nitrous-assisted entries (up to 910 cid) 2,515 pounds (911cid up to 960) 2,565 pounds

Roots Supercharged entries (526 cid) - 2,615 pounds.

Centrifugal Supercharged entries (526 cid) - 2,615 pounds.

Turbocharged entries (526 cid) - 2,665 pounds.

### 4.8.1. FUEL

Racing gasoline or methanol permitted. The use of propylene oxide is prohibited.

### CYLINDER HEADS

Hemi, canted-valve, or wedge heads permitted. Billet heads permitted. Maximum one spark plug per cylinder. Maximum two valves per cylinder. Maximum supercharged valve sizes: intake 2.400 inches; exhaust 1.900 inches. Maximum turbocharged valve sizes: intake 2.450 inches; exhaust 1.900 inches.

### 4.8.2. ENGINE

Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Nitrous-assisted entries are limited to a maximum bore center of 5.300. Maximum bore center on turbocharged billet hemi cylinder-head entries is 4.840 inches, 5.000 inches on all other turbocharged entries. Maximum bore center on supercharged billet hemi cylinder-head entries is 4.900 inches, 5.000 inches on all other super charged entries. For supercharged entries, a positive method (flange, lip, etc.) must be attached to the

Intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/ lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding.

### 4.8.3. ENGINE SETBACK

Maximum engine setback limited to 10 percent of wheelbase as measured from centerline of front spindle to center of front spark plug hole.

### 4.8.4. NITROUS OXIDE

Prohibited on supercharged and turbocharged entries. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum DOT-1800 pound rating. Maximum of two bottles, fifteen pounds per bottle. Commercially available, thermostatically controlled, blanket-type warmer accepted. The use of a torch or any other external heating of bottle(s) prohibited.

### 4.8.5. SUPERCHARGER

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

### 4.8.6. Centrifugal supercharger

For Centrifugal Supercharger: Procharger F3R/X-140 head unit (PC314A140/PC316A-140), 4CD-BAE-3-1.40, 4CD-TFX-3-1.40, 4CD-NON-3-1.40, 4CDBBC-3-1.40 gear drive units, and AF006A-027 inlet bell mouth only. Must be unmodified and factory sealed. Intercoolers prohibited.

### 4.8.7. TURBOCHARGER

Twin turbochargers limited to 88mm each. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. All turbochargers must meet SFI Spec 61.1. Air-to-air or water-to-air intercoolers prohibited. Boost controller manufactured by Hyperaktive Performance Solutions, part No. PMBL mandatory. No other boost controller or form of boost control permitted. Must be installed per manufacturer's instructions as documented on NHRARacer.com: NHRA Accepted Products, NHRA Accepted Product Specifications, Pro Mod, Hyperkontrol Boost System Installation and Operation Manual. Any modification to or any attempt to disable or defeat the boost controller is prohibited. Any attempt to corrupt or delete data associated with the boost controller is prohibited. Boost Pressure Limit: 32 psi Maximum boost may subject for change by NHRA were any applicable amendment is raised and enforced.

### 4.8.8. TRANSMISSION

Aftermarket planetary, clutch less, or automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Supercharged and turbocharged entries limited to maximum of three forward speeds and reverse; nitrous-assisted entries limited to maximum of five forward speeds and reverse. Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lockout. Bolt together torque converters must be through bolt design using a minimum Grade 8 bolt with locking nut. Transmission brake permitted on all converter-equipped entries, electric transbrake release system only. All entries using a torque converter must utilize a belly pan. Lockup converters are prohibited on supercharged and turbocharged combinations. Lockup converters are permitted on nitrous-assisted combinations. Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated, electric, or pneumatic shifting devices permitted on all transmission types; must be controlled by preset engine rpm and/or time functions only. Iterative transmission staging device permitted on converter cars. Manipulation of transmission or converter pressure or volume other than at the starting line is

prohibited. Pressure manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle.

### 4.8.9. PROMOD CARS RULES SUMMERY

1. SFI Spec 25.1 role-cage is mandatory
2. Aftermarket full-floating axle assembly mandatory.
3. SFI approved Driving suit (gloves, face mask, shoes, etc.) is mandatory
4. Minimum 3 inches of ground clearance is mandatory from the front of the vehicle to 12 inches behind the centerline of the front axle. A minimum of 2 inches of ground clearance is mandatory for remainder of vehicle except oil pan and exhaust headers.
5. Towing bracket in front of the car is mandatory
6. Minimum tire height is 34 inches
7. SFI Spec 15.3 rear wheels measuring 16x16 inches with double bead locks or liners mandatory.
8. Wheelie bars permitted (Wheels must not be metal) Maximum 104 inches as measured from centerline of rear-end housing to center of wheelie-bar wheel.
9. Floor is mandatory from steel 0.024, aluminum 0.032 or carbon fiber
10. Safety bars have to be padded
11. Driver compartment should be isolated form engine compartment steel or titanium (Firewall mandatory)
12. Cutoff switch should be close to the driver
13. Window net meeting SFI Spec 27.1 mandatory.
14. Break line lock allowed
15. Only racing gasoline and pure methanol permitted.
16. The use of Nitromethane or mixing it prohibit.
17. Vented fuel caps are not allowed
18. Transmission with lockup torque converter for nitrous cars only.
19. Supercharged and turbocharged entries limited to maximum of three forward speeds and reverse; nitrous-assisted entries limited to maximum of five forward speeds and reverse.
20. No overdrive is allowed in any transmission style max is 1:1
21. Transmission case and lines must be fully enclosed in a tunnel constructed of aluminum, steel, or carbon fiber.
22. Nitrous system have to be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater
23. Turbo Size: 120mm Single Turbo or 88mm Max Twin Turbo.
24. Screw-type supercharger prohibited. Hi-helix or standard helix Roots type supercharger only. Maximum roots style supercharger overdrive limit is 14.55 percent. Roots Type: Maximum size: 14-71. Rotor helix angle may not exceed 6.5 degrees per inch (123.5 degrees total over 19" maximum rotor length). Maximum of one 140 mm opening for Centrifugal superchargers.
25. Minimum 100 inch and max is 115 inch wheel base
26. Only 8 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area
27. Burnout must be done by the driver and NO one else is allowed to hold the vehicle
28. 6 Cylinder – 2100 Pounds
29. 4 Cylinder – 1800 Pounds
30. Weights, engine mods and all-power adders updated as NHRA specs

### 4.9. TOP JR. DRAGSTER

Top Jr. Dragster is for junior dragster vehicles only and drivers from 8 to 12 years old. 16 car qualified fields based off of reaction time with competition conducted in a handicap elapsed time bracket racing format

8.90 dial-in or slower, breakout enforced, with a .500 Full tree where deep staging is permitted. All cars qualify together with the top sixteen qualifiers, based off of reaction time, advance into final eliminations. Top Jr. Dragster will run on a sportsman pairing ladder. Driver must provide age verification at first BMF series event attended. Top Jr. Dragster competitors are restricted to run the TJD category only.

#### 4.9.1. DESIGNATION

Top Junior Dragster or TJD followed by car number. Numbers must be at least 4 inches tall and displayed on both sides of the vehicle. CLASS DESIGNATION & AGE REQUIREMENT NOVICE: AGES 8-9 | INTERMEDIATE: AGES 10-12

#### 4.9.2. NOVICE

1. Ages 8 to 9; dial-in restricted to 11.90 seconds or slower based on either an elapsed time dial-your-own or heads-up basis; breakout rules apply.
2. In reaction time qualified events, any racer restricted to 11.90 seconds, running quicker than 11.800 will have that particular run disqualified from the qualifying order.
3. Any competitor running quicker than 11.70 in the eighth-mile at any time during the event will receive one warning.
4. If the same competitor runs quicker than 11.70 in the eighth-mile at the same event, he or she will be disqualified for the remainder of the event.
5. Any competitor running quicker than 11.50 in the eighth-mile at any time during an event will be immediately disqualified for the remainder of the event and may face further action deemed appropriate by BMF in BMF's sole and absolute discretion.
6. Penalties will be imposed regardless of whether the infraction occurs during qualifying or eliminations.

#### 4.9.3. INTERMEDIATE

1. Ages 10 to 12; dial-in restricted to 8.90 seconds or slower based on either an elapsed time dial-your-own or heads-up basis; breakout rules apply.
2. In reaction time qualified events, any racer restricted to 8.90 seconds, running quicker than 8.800 will have that particular run disqualified from the qualifying order.
3. Any competitor running quicker than 8.70 in the eighth-mile at any time during the event will receive one warning.
4. If the same competitor runs quicker than 8.70 in the eighth-mile at the same event, he or she will be disqualified for the remainder of the event.
5. Any competitor running quicker than 8.50 in the eighth-mile at any time during an event will be immediately disqualified for the remainder of the event and may face further action deemed appropriate by BMF in BMF's sole and absolute discretion.
6. Penalties will be imposed regardless of whether the infraction occurs during qualifying or eliminations.

## 4.9.4. AGE CLARIFICATION

1. Drivers must have BMF racing license.
2. Driver must provide age verification at their first BMF series event.
3. Driver must be minimum 8 yrs. old and maximum of 12 at their first BMF 2023 series event.

## 4.9.5. REQUIREMENTS & SPECIFICATIONS ENGINE

### 4.9.5.1. CAMSHAFT

1. Any camshaft permitted.
2. No overhead valves
3. No overhead cams.
4. Any size valve permitted.
5. Any valve spring permitted.

### 4.9.5.2. ENGINE

1. All vehicles restricted to a maximum of one rear mounted.
2. Based on a five-horsepower, single-cylinder, single-sparkplug, flathead-configured, four-cycle engine, or factory-sealed Briggs & Stratton 206 crate engine – engine from a recognized OEM or BMF/NHRA-accepted supplier.
3. Suppliers must be BMF/NHRA accepted.
4. BMF/NHRA-accepted aftermarket block permitted.
5. Must retain original five-horsepower engine block configuration.
6. Porting, polishing and relieving of block; boring or cylinder; machining of deck surface permitted.
7. Aftermarket head permitted.
8. Adding material to deck surface, installing a spacer between the block and the cylinder head, or any other modification designed to increase the effective deck height of the cylinder is prohibited.
9. Briggs & Stratton 206 crate engine must maintain untampered hologram seal installed at the factory.
10. No alterations or modifications to Briggs & Stratton 206 crate engine permitted except for installation of exhaust header and air filter.
11. All accepted aftermarket flathead engines must not exceed 10-11/16 inches from base to deck.
12. Any measurement that exceeds that limit is prohibited.
  - a. An electric powered motor meeting the rules found below is also accepted.

### 4.9.5.3. EXHAUST

1. Regardless of design, no part of the tailpipe may extend more than 27 inches past exhaust attachment point on rear of engine block.
2. Outlet must be directed rearward, away from driver and engine.
3. Mufflers permitted. Tailpipe support mandatory on Briggs & Stratton 206 crate engine.

### 4.9.5.4. FUEL

1. Restricted to gasoline, alcohol or gasohol.
2. Nitrous oxide and/or propylene oxide and/or nitromethane is prohibited.
3. No fuel additives, power enhancers or mix-ins allowed.
4. Scents permitted.



### 4.9.5.5. AIR FILTERS

1. Air filters must be properly mounted, per manufacturers' instructions.

### 4.9.5.6. FUEL SYSTEM

1. Any naturally aspirated carburetor permitted.
2. Carburetors that are mounted via rubber boots/adapters and clamps must have a secondary mechanical device (bolt, turnbuckle, bracket, etc.) securing the carburetor to the engine/intake manifold.
3. Fuel injection is prohibited.
4. Auxiliary vacuum fuel pump permitted; must be pulsed from manifold only.
5. Pressurized fuel systems prohibited.
6. Fuel tank must be located behind driver, below the shoulder hoop of roll cage, and be securely mounted.
7. Insulated fuel tanks are prohibited.
8. Maximum one fuel tank permitted.
9. Fuel tank/cell must be equipped with a screw-on or positive locked cap.
10. All vents must be routed downward and away from driver.
11. Open hole(s) in fuel tank/cell are prohibited.

### 4.9.5.7. IGNITION SYSTEM

1. Magneto or battery ignition systems permitted.
2. When a battery ignition system is used, the MSD Small Engine Ignition kits 41500 and 41510 and MSD ignition unit 42231 are the only accepted units for NHRA competition.
3. The 42231 is limited to use of a high-side chip only.
4. The low-side chip must be zero.
5. The accepted coils are the MSD 42921, MSD 8232, Master Blaster 2 and Master Blaster 3 coils.
6. Any other coils are prohibited in BMF and NHRA competition.
7. All other battery ignition systems prohibited.
8. Any other attachment prohibited.
9. Ignition system and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved.

### 4.9.5.8. OIL SYSTEM

1. Oil additives for the intent of producing power is prohibited.

### 4.9.5.9. STARTER

1. Pull-rope or remote starter mandatory.
2. Any driver-activated/operated starting system is prohibited.

### 4.9.5.10. SUPERCHARGER, TURBOCHARGER

1. Prohibited.

### 4.9.5.11. THROTTLE

1. All vehicles must be equipped with a positive throttle return spring, which shall close throttle when released.

2. Throttle control must be manually operated by driver's foot: electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation.
3. Throttle stops, other than mechanical (i.e., a positive stop under throttle pedal) prohibited.
4. Must be securely mounted (no tie wraps).
5. BMF/NHRA-accepted hand controls for the physically challenged permitted.

#### 4.9.5.12. VENT TUBES, BREATHERS

1. Where used, must be securely fastened (no tie wraps).
2. Container/catch tank must be designed to prevent spillage onto racing surface (no open-top containers).

### 4.9.6. REQUIREMENTS & SPECIFICATIONS DRIVETRAIN

#### 4.9.6.1. CHAIN GUARD

1. All cars must be equipped with a guard to cover the width and at least the top run to the forward and trailing centerline of the sprockets on any chains.
2. Chain guards must be minimum .060-inch steel or .090-inch aluminum.
3. Chain guard must be within 4 inches of the chain at all points.
4. Must be securely mounted (no tie wraps).
5. Plastic and carbon fiber chain guard prohibited.
6. Moving engine/drivetrain parts must be protected by frametrails or guards.

#### 4.9.6.2. CLUTCH

1. Maximum one dry centrifugal-type engine clutch.
2. Chain or belt drive only.
3. Axle clutches prohibited.
4. The clutch face plate must have sufficient material to cover the clutch housing using billet aluminum or steel.
5. All clutch covers designed after April 24, 2006, must be BMF/NHRA-accepted.

#### 4.9.6.3. CLUTCH GUARD

1. Clutch cover/guard that provides 180-degree coverage over the top of the entire clutch plate, cover, hat, arms, springs, etc. made of .090-inch 2024T3, 6061T6 or 7075T6 aluminum or .060-inch steel mandatory.
2. All other materials prohibited.

#### 4.9.6.4. CLUTCH SUPPORT

1. A clutch/crank support mandatory on any car running 9.99 or quicker, accepted on all vehicles.
2. If a clutch/crank support is used, the clutch-side crank support bracket and bottom plate must be made of .350-inch-thick aluminum at its thinnest point.
3. If the support bracket and bottom plate are built using a .500-inch-thick material, it will be allowed to have a pocket/cavity with a minimum thickness of the bracket .250-inch at its thinnest point.
4. The support bracket must be mounted using three 5/16- inch bolts of four ¼-inch bolts to the bottom plate.
5. A clutch support arm may be used in lieu of clutch/crank support bracket.

6. Support arm must be made of .625-inch-thick aluminum and connected to block by 1-1/4-inch diameter stud and held in place by a 3/8-inch bolt.
7. If Tecumseh block and clutch system is used, a clutch support is not mandatory.

#### 4.9.6.5. FLYWHEEL

1. Aftermarket billet flywheel or BMF/NHRA-accepted aftermarket flywheel shield mandatory unless original, stock carburetor is used.
2. With original, stock carburetor, aftermarket billet or stock steel flywheel mandatory.
3. Cast aluminum flywheel prohibited.
4. Keyway modifications permitted.
5. Lightening or modifications to stock flywheel prohibited.

#### 4.9.6.6. TRANSMISSION

1. Gear-type prohibited.
2. Torque converter belt assembly units permitted.

### 4.9.7. REQUIREMENTS & SPECIFICATIONS BRAKES & SUSPENSION

#### 4.9.7.1. BRAKES

1. Two rear-wheel hydraulic drum or disc brakes, or BMF/NHRA-accepted mechanical brakes are mandatory.
2. Hydraulic brake lines must be steel or steel braided.
3. High-pressure brake hose must be used with steel line for vibration connections.
4. Front brakes permitted, but only in conjunction with rear brakes.
5. Live axle may have brakes on one wheel only if 7-inch- minimum go-kart puck-type disc brake is used.
6. Use of drive sprocket as a brake rotor is prohibited.
7. Drilling of brake components is prohibited.
8. 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 .228-inch minimum thickness.
9. Line-locks are prohibited.
10. Hand brake is permitted, but must be directly coupled to foot brake; hand brake cannot be independent of, or in lieu of, foot brake.
11. 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.

#### 4.9.7.2. SUSPENSION

1. Suspension permitted.
2. maximum upward suspension travel 2 inches.

#### 4.9.7.3. STEERING

1. Set screw steering shaft couplers/attachments prohibited.
2. All components must have a positive "through" bolt connection.
3. No roll or pressed pins. No ball-lock pins, set screws, etc.
4. All rod ends must be installed with flat washers to prevent bearing pullout.

5. Flexible steering shaft prohibited.
6. Minimum spindle diameter ½-inch.
7. Vertical adjustment of spindles via shims is permitted.
8. Aftermarket spindles configured to permit a maximum of two front/rear locations (with secondary locking devices) to change rollout/wheelbase stagger are permitted.
9. Cars running 8.89 to 7.90 must have rack and pinion steering only.

#### 4.9.7.4. WHEELIE BARS

Permitted.

Using wheelie-bar wheels as “fifth-wheel” sensing device is prohibited.

#### 4.9.8. REQUIREMENTS & SPECIFICATIONS FRAME

##### 4.9.8.1. ALIGNMENT

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

##### 4.9.8.2. BALLAST

1. Maximum amount of removal ballast is 25 pounds; maximum amount of total ballast (removable plus permanent ballast) is 100 pounds.
2. Removable ballast must be secured to frame with minimum one 3/8-inch diameter bolt per 5-pound weight, or two 3/8-inch diameter bolts for weights of 10 to 25 pounds.
3. Hose clamps, wire, strapping, tape, tie wraps, etc. prohibited.
4. If additional ballast is needed, it must be permanently attached to frame, bolted with minimum one 3/8-inch diameter bolt per 5-pound weight, or two 3/8-inch diameter bolts for weights of 10 to 25 pounds with nuts welded to the bolts. Ballast must be in the form of metal plates, bars, straps, etc., attached as described above.
5. A steel pipe filled with shot may be substituted; must have screw-on, sealed cap(s). Ballast prohibited in cockpit.
6. No part of ballast may be installed higher than top of the rear tires.
7. Discovery of loose or disguised ballast will result in disqualification from the event during eliminations.
8. If infraction occurs in qualifying, the run will be disqualified and car must pass technical inspection, to ensure the issue has been solved, after the infraction to continue in the event.
9. No ballast may be added, removed or relocated after the engine has been started. Additional penalties may be imposed in the sole and absolute discretion of BMF.

##### 4.9.8.3. DEFLECTOR PLATE

1. A deflector plate of minimum 1/16-inch aluminum must be installed between roll cage and engine extending from lower frame rail to the top of driver’s helmet.
2. Portion between shoulder hoop and top of helmet must be minimum 7-inches wide, may be narrowed or rounded above the helmet.
3. Two-piece plate permitted with no air gap between the two.
4. Carbon fiber is prohibited.

### 4.9.8.4. GROUND CLEARANCE

1. Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for remainder of the car.

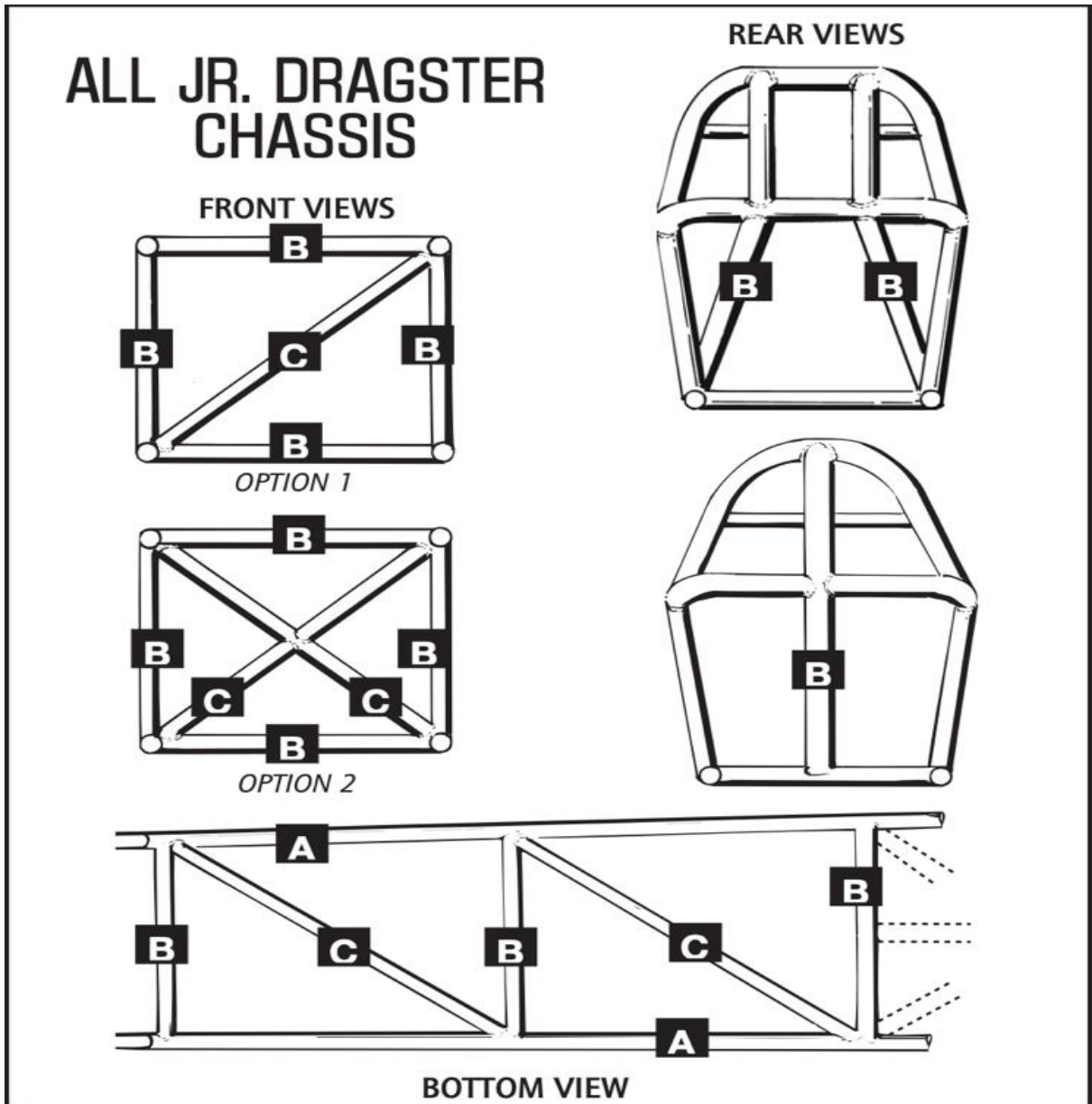
### 4.9.8.5. MOUNTING HARDWARE

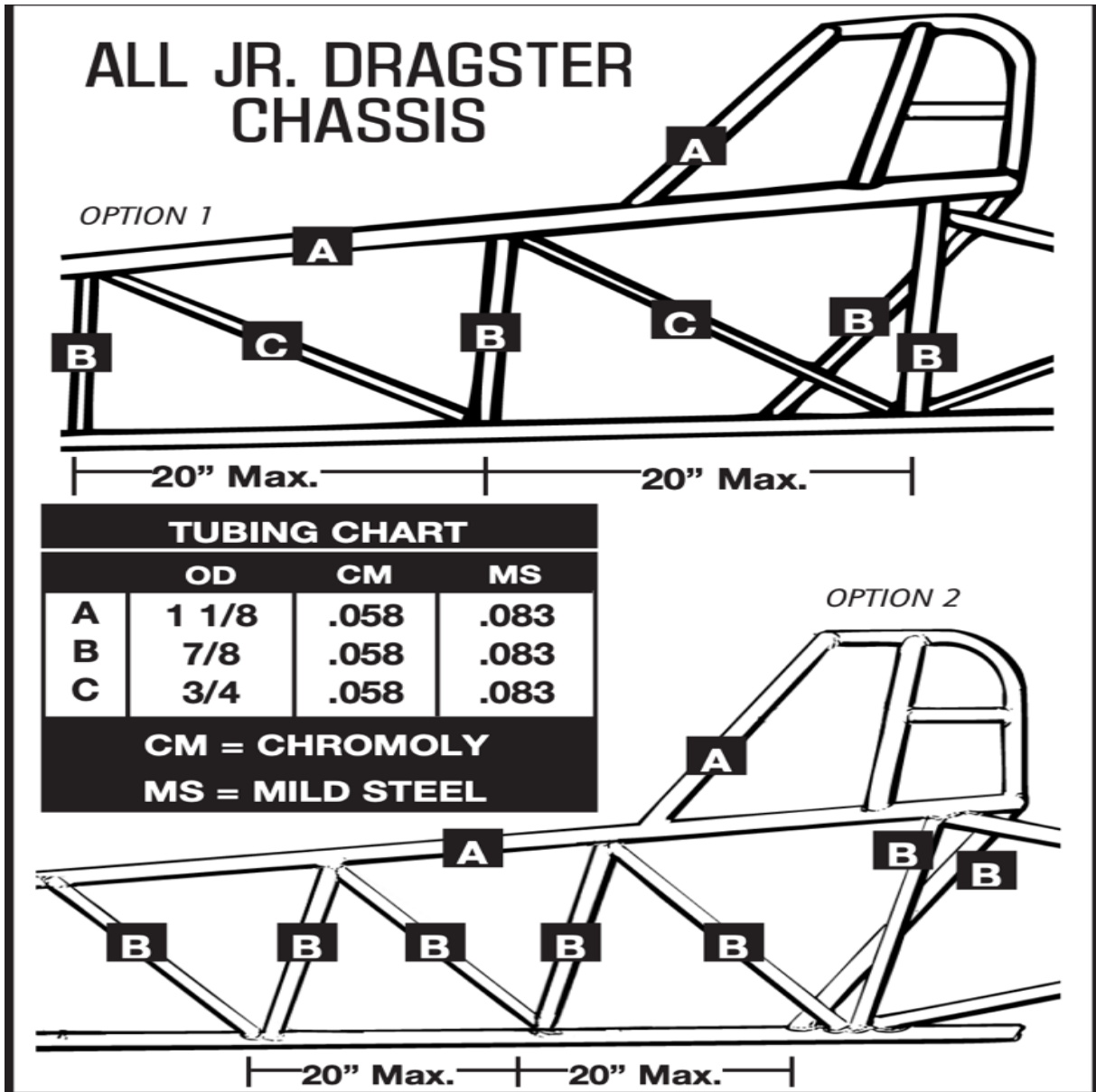
1. Hose clamps and tie wraps may be used only to support hoses and wires.
2. All other components must be welded, bolted, aircraft clamped, etc. All self-locking fasteners must be metallic.

### 4.9.8.6. ROLL CAGE

1. All new chassis must have manufacturer's name, serial number, and date of manufacture.
2. Construction must conform to standard dragster configuration as outlined in illustration with minimum 5-point roll cage mandatory.
3. When driver is in driving position, roll cage must be at least 3 inches in front of helmet.
4. Roll cage hoops, upper frame rails and lower frame rails must be minimum 1-1/8-inch diameter by .083-inch wall thickness round mild steel tubing. Uprights must be minimum 7/8-inch by .083-inch.
5. Diagonals must be minimum 3/4-inch by .083-inch.
6. An upright (within 30 degrees of perpendicular to lower framerail) is required on each side of the roll cage within six inches of the second roll-cage hoop; must be fully welded to both the upper and lower framerails.
7. If the upright spacing at the top framerail exceeds 28 inches, then a 7/8-inch by .083-inch or 3/4-inch by .083-inch, depending on corresponding diagonal thickness, X must be used in lieu of a single diagonal.
8. Within the driver compartment (from foot box to back of seat), the maximum distance between uprights is 20 inches.
9. Foot box must incorporate a minimum 3/4-inch by .083-inch diagonal.
10. Note: .058-inch chromoly may be used in place of .083-inch mild steel.
11. Chromoly mandatory on any car running between 8.89 and 7.90.
12. Helmet bars (3/4-inch OD x .058-inch chromoly tubing or 3/4-inch x .083-inch mild steel, or 1/2-inch x .090-inch flat strap) are required between the secondary upper roll cage hoop and the upper roll cage rear braces on each side of the car.
13. If the center-to-center distance between the upper roll cage rear braces exceeds 6-inches, then an additional helmet bar is required between the back braces.
14. The helmet bars are to be installed at a height above the shoulder hoop that will keep the driver's helmet inside of the upper roll cage. All cage structures must be designed in an attempt to protect the driver from any angle.
15. With the driver in the normal driving position, the driver's lower extremities, including the knees, must be below the top of the upper framerail.
16. A steering crossmember 1/2-inch x .058-inch chromoly or .083-inch mild steel must be installed or plate or net must be installed across the upper framerails so as to retain the driver's feet/legs in case of upset/incident.
17. The steering crossmember, plate or net must be located within 6 inches (forward or behind) of the driver's knees.

18. If a crossmember is used, it must be either welded or aircraft clamped (no hose clamps).
19. If a plate is used, it must be either welded or bolted in place unless it is located and fastened below the upper framerails.
20. All chromoly welding must be done by approved TIG heliarc process; mild steel welding must be by approved MIG wire feed or TIG heliarc process.
21. Welding must be free of slag and porosity.
22. Any grinding of welds prohibited. Plating of chassis prohibited on all new vehicles.





#### 4.9.8.7. ROLL CAGE PADDING

1. Roll-cage padding meeting SFI Spec 45.1 or SFI 45.2 mandatory anywhere driver's helmet may come in contact with roll-cage components during an accident.

#### 4.9.8.8. WHEELBASE

1. Minimum 90 inches; maximum 150 inches on long side.
2. Maximum wheelbase variation from left to right is 2 inches.

#### 4.9.9. REQUIREMENTS & SPECIFICATIONS TIRES & WHEELS

##### 4.9.9.1. TIRES

1. Rear tires minimum 18-inch diameter by 7-1/2 inches wide, as noted by size designation on sidewall of tire or by physical measurement at widest or tallest points.
2. All front tires must have a manufacturer's maximum inflation rating.

3. Tires may not be inflated above manufacturer's ratings.
4. All tires must be pneumatic; no solid tires.
5. Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run.
6. Treatment of tires of prohibited in or near the staging lanes or starting-line area.
7. Tire covers must be removed before leaving the ready line.

### 4.9.9.2. WHEELS

1. All wheels must be constructed from aluminum, billet or steel.
2. All other materials prohibited.
3. Front wheels, minimum 5-inches diameter; minimum spindle diameter, ½-inch.
4. Spindle nut must utilize a cotter pin or be of the nylon-locking type.
5. Wire spoke wheels must utilize .100-inch-minimum- diameter steel spokes.
6. Rear wheels, minimum 8-inch diameter.
7. Modifications to any wheel prohibited.
8. The use of "spinner"-style wheels or any wheel designs that incorporate movable pieces while vehicle is in motion or stationery are prohibited.

### 4.9.10. REQUIREMENTS & SPECIFICATIONS INTERIOR

#### 4.9.10.1. FOOT-BOX BULKHEAD

1. All cars must be equipped with a bulkhead in front of the driver's feet, minimum .024-inch steel, .032-inch aluminum, .060-inch carbon fiber.
2. Bulkhead must be directly in front of or directly behind foot-box diagonal.

#### 4.9.10.2. SEAT

1. Properly braced, framed and supported seat constructed of aluminum or fiberglass mandatory.

#### 4.9.10.3. SHEET METAL

1. Driver-compartment interior must be aluminum, steel, fiberglass or carbon fiber.
2. Magnesium prohibited.

#### 4.9.10.4. UPHOLSTERY

1. Optional.

### 4.9.11. REQUIREMENTS & SPECIFICATIONS BODY

#### 4.9.11.1. AIR FOILS, WINGS

1. All wings must be bolted to frame structure.
2. A positive locking device to prevent movement mandatory.
3. No part may come in contact with tire or wheel at any time.
4. Spring-loaded spoilers, wings, or canards prohibited.
5. Adjustment of air foils, wings or spoilers during run prohibited.
6. Ball lock pins and other quick-release fasteners prohibited.
7. No rear wing may be supported with struts, rods, etc. attached to the roll cage.
8. All rear wing supports must attach to the framrails at least 12 inches behind the roll cage.



9. Front wings and spill plates permitted, must be at least 3-inches above the ground, no more than 15 inches forward of the center of the front spindle, and no more than 6 inches wider than the outside of the front tires.
10. Rear wings must be at least 4 inches from rear tires; front wings must be at least 2 inches from front tires.
11. All spill plates must be flat, vertical and parallel to each other.

### 4.9.11.2. BODY

1. Body and cowl must be constructed of aluminum, fiberglass or carbon fiber and extend forward to foot-box bulkhead.
2. Driver compartment, frame structure, roll cage and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface.
3. Any portion of the body side panels that extend upward into the driver's line of sight must be clear and permit an unobstructed horizontal view for a minimum of 180 degrees.
4. Body may not cover top of engine, wheels or tires.
5. Front overhang not to exceed 15 inches, measured from centerline of front spindle to forwardmost point of car.
6. Body must be of accepted dragster style/design.
7. Roadster, altered, Funny Car, etc. body styles prohibited.
8. Only OEM-style mirrors, mounted in the conventional fashion, permitted.
9. Canopy over cockpit prohibited.
10. Front-wheel fairings and front wings that cover any part of the front wheel prohibited.

### 4.9.11.3. COMPETITION NUMBERS

1. Each car in competition must display the driver's permanent number. Minimum size: 4 inches x 1 inch.
2. Driver's competition number and class designation must be displayed in a legible manner in a contrasting color to vehicle's background color, or light color on windows, in a prominent position and be clearly visible to the tower personnel.

### 4.9.11.4. FLOOR

1. Full floor, mounted on top of lower framerail cross braces, extending from driver's seat forward to 6 inches past pedals, mandatory.

### 4.9.11.5. WIND DEFLECTOR

1. All cars must be equipped with a wind screen or deflector to direct foreign matter over the driver's head.
2. Wind screen or deflector must be a minimum of 4 inches tall.
3. No blinders of any description are permitted.

## 4.9.12. REQUIREMENTS & SPECIFICATIONS ELECTRICAL

### 4.9.12.1. BATTERIES

1. Dry cell batteries only permitted.
2. Maximum total weight 5 pounds.
3. Must be securely mounted outside driver's compartment.

### 4.9.12.2. BUTTONS/SWITCHES

1. Entrants are allowed to use a total of three switches/buttons in the cockpit.
2. One of these switches/buttons is for the ignition shutoff, which cannot be momentary and cannot be reset from the driver's compartment
3. The second is available for any function (including a momentary ignition cutoff), except for the use of a trans brake or down track stutter.
4. The third is available for onboard fresh air fan motor operation.

### 4.9.12.3. DELAY BOXES/DEVICES

1. Prohibited.

### 4.9.12.4. IGNITION SHUTOFF

1. A positive ignition shutoff, located within easy reach of driver, and which cannot be reset from the driver's compartment, mandatory.
2. Shutoff switches must be positive action (no "momentary contact" switches) and must be clearly labeled "on" and "off."
3. A second shutoff switch, located on the deflector plate 3 inches or less from the top of the roll cage, within easy reach of crewmember or race official, mandatory.
4. The second shutoff- switch wiring must be completely independent of the primary switch (i.e., wired in parallel from end to end of both wires).
5. All ignition wiring connections, including the coil and switch, must use eyelet, lug, terminal board, or other screw-type connections; push-on-type, quick disconnect-type, and twist-type connectors prohibited.
6. A wire tie, minimum 6 inches long, must be attached to the spark-plug wire within 1 inch of the spark plug.
7. All magneto ignition systems must be equipped with an BMF/NHRA- accepted manual kill switch.
8. When a battery ignition system is used, a master cutoff switch ("push/pull" type) is mandatory in the driver's compartment and must be connected to the positive side of the electrical system and must stop all electrical functions.
9. Timed ignition-interruptions devices (stutter boxes) or any action that causes ignition interruption prohibited.

### 4.9.12.5. TAILLIGHTS

1. One functioning light mandatory.
2. Must be visible from rear of the car.
3. Taillight must be permanently mounted to the car in a manner that batteries are also secured; tie wraps, wire ties, hose clamps, etc. prohibited.

## 4.9.13. REQUIREMENTS & SPECIFICATIONS SUPPORT GROUP

### 4.9.13.1. CAMERAS

1. One camera permitted unless BMF/NHRA permission is granted for additional cameras.
2. Incident video may not be transmitted under any circumstances.
3. No video monitors permitted in or on the car.
4. Video may not be used in any way to determine track position in real time.
5. Must be securely attached to the vehicle with appropriate fasteners.
6. For all drivers, attachment to the driver, the driver's helmet or the steering wheel prohibited.

### 4.9.13.2. COMPUTERS

1. Prohibited.
2. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle.
3. Display or transmission of any data gathered or processed, to the driver or any remote location is prohibited.

### 4.9.13.3. DATA RECORDERS

1. All data recorders manufactured after Jan. 1, 2006, must be BMF/NHRA- accepted.
2. A data recorder may be used to record only engine RPM, engine temperature, exhaust temperature and jack-shaft sensor data; may not activate or initiate any function of the vehicle.
3. Data recorder may not be activated by the throttle, brake, or other mechanisms, nor by the Christmas Tree, radio transmitter, sensing of wheel speed, inertia, laser device or transmission of track position.
4. Must be activated by separate switch.
5. Transmission or display of data gathered or processed by data recorder to the driver (during the run) or any remote location is prohibited.
6. Data may be reviewed after the run.
7. Discovery of a device that displays or transmits “on-track” or “track location” type data will be grounds for immediate disqualification from event, loss of points for season totals and possible suspension.

### 4.9.13.4. GAUGES

1. Tachometer, engine-temperature, and cylinder-head-temperature gauges permitted.
2. All other gauges and indicators prohibited.
3. Playback-type gauge(s) permitted.
4. Download capabilities (other than stand-alone tachometers) classify unit as a data record, and it must be located outside driver compartment (see also Data Recorders, above).
5. Analog or digital display permitted.
6. Gauges (display) may not be mounted on steering wheel.
7. Speedometer and/or RPM/shift light of any description is prohibited.

### 4.9.13.5. ELECTRONIC CONTROLS

1. Prohibited.
2. Electronic controls may in no way affect any functions (i.e., clutch, throttle, brakes, etc.).
3. All controls must be function of the driver.

### 4.9.13.6. LIFTING DEVICES

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

### 4.9.13.7. STAGING AIDS/DEVICES

1. Mechanical, hydraulic, electric, pneumatic and similar devices to aid in staging vehicle is prohibited.

2. Shutoff switches must be positive action (no “momentary contact” switches) and must be clearly labeled “on” and “off.”
3. Push-staging any vehicle into the stage beam is prohibited.
4. Car can be pushed into pre-stage only; staging must be done under the vehicle’s own power.
5. There are to be no “tuning” touches after the pre-stage bulb is on.
6. All tuning must be accomplished before beginning the staging process.

#### 4.9.13.8. TWO-WAY RADIOS

1. Prohibited.

#### 4.9.13.9. WARM-UPS

1. Vehicle must have drivebelt completely disengaged during warm-ups unless a qualified Jr. driver is seated in the cockpit and car is off the ground.

### 4.9.14. REQUIREMENTS & SPECIFICATIONS DRIVER

#### 4.9.14.1. AGE REQUIREMENTS

1. Top Jr. Dragster age requirement is for drivers that are 8 to 12 years old.

#### 4.9.14.2. ARM RESTRAINTS

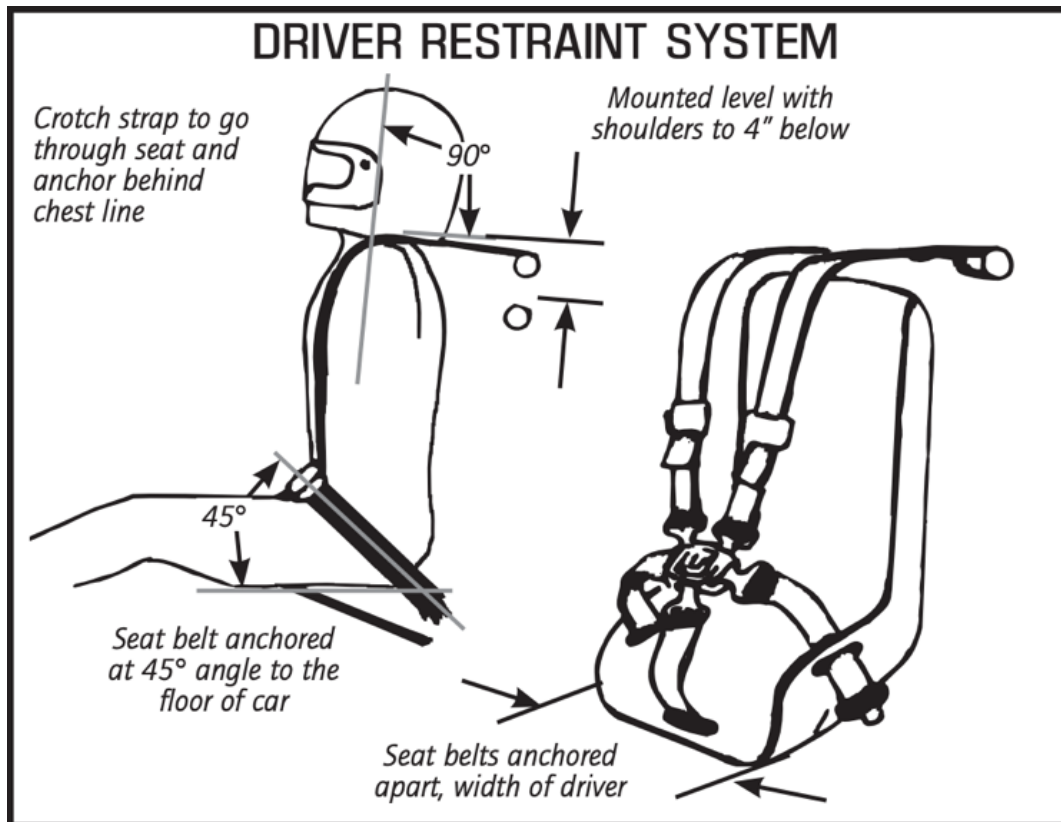
1. Mandatory.
2. Must be worn and adjusted in such a manner that driver’s hands and/or arms cannot be extended outside of the roll cage and/or frame rails.
3. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints.
4. Refer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

#### 4.9.14.3. CREDENTIALS

1. BMF competition license is mandatory.

#### 4.9.14.4. DRIVER RESTRAINT SYSTEM

1. Five-point, 1-3/4-inch-wide driver restraint system mandatory.
2. Driver restraint system must meet SFI Spec 16.1 or 16.2. Restraint system must be in excellent working condition, with no damage, not wear and tear or degradation visible (IF SO, IT MUST BE REPLACED).
3. All seat-belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other.
4. Only units that release all five attachment points in one motion are permitted.
5. When arm restraints are worn with a restraint system that uses a “latch lever,” a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever.
6. Protective cover is not required if system uses “duck bill” latch hardware.
7. All harness sections must be mounted to the frame, crossmember or reinforced mounting and installed to limit driver’s body travel both upward and forward.
8. Wrapping of belts around lower framerail prohibited.
9. Where belts are wrapped around the frame members, they must be secured from sliding along the axis of the tube/frame member either by a tab or additional tubing.
10. Under no circumstances are bolts inserted through belt webbing permitted for mounting.



#### 4.9.14.5. HELMET

1. A full-face helmet meeting Snell SA2020, SA2015, K2015, M2015, or SFI 24.1/2015, 31.1/2015 or 41.1/2015 helmet and shield mandatory.
2. Taping or other modification to the helmet or visor that reduces the driver's field of vision is prohibited.

#### 4.1.14.6. NECK COLLAR/HELMET RESTRAINT DEVICE

1. For Trainee, Youth, Novice, Intermediate and Advanced Classes Beginning January 1, 2010, a head and neck restraint device/system meeting SFI 38.1 is mandatory and must display a valid SFI label.
2. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device.
3. The SFI 38.1 head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained and used in accordance with the manufacturer's instructions.
4. A head and neck restraint device/system may be used with or without a neck collar.
5. If the device/system is used without a neck collar, a head sock or skirted helmet is mandatory.

#### 4.9.14.7. ON-TRACK SAFETY

1. Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage.
2. The loosening and removal of seat belts, helmets, gloves, lifting of helmet shield and removal of any safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle is stopped on the return road.
3. Violators will be subject to disciplinary action in the sole and absolute discretion of BMF.

### 4.9.14.8. PROTECTIVE CLOTHING

1. All drivers are required to wear a jacket and pants meeting SFI Spec 3.2A/1. Shoes, gloves and socks mandatory.
2. Socks must extend up into the pants. Nylon or nylon-type gloves and socks are prohibited.
3. No open-toe or open-heel shoes or sandals.
4. Synthetic clothing not recommended.

**NOTE: Any items / changes / modification which are not referenced / listed within this regulation should be considered as inadmissible. These rules were compiled by the Bahrain Motor Federation for the use of Drag Racing. Any question or issues related to these rules should be presented to the appropriate advisors at the BMF**

## ABRIVIATIONS

<b>AW</b>	<b>Aft Wheel</b>
<b>AWD</b>	<b>Aft Wheel Drive</b>
<b>BIC</b>	<b>Bahrain International Circuit</b>
<b>BMF</b>	<b>Bahrain Motor Federation</b>
<b>Carb</b>	<b>Carburator</b>
<b>Cid</b>	<b>Cubic Inch Displacement</b>
<b>CM</b>	<b>Centemeter</b>
<b>CN</b>	<b>Computer Numarical</b>
<b>DNF</b>	<b>Did Not Finish</b>
<b>DNS</b>	<b>Did Not Start</b>
<b>DOT</b>	<b>Department of Transportation</b>
<b>E.T.</b>	<b>Elapsed Time</b>
<b>Etc.</b>	<b>Et Cetera (and so on)</b>
<b>FIA</b>	<b>Federation International Automobile</b>
<b>FWD</b>	<b>Front Wheel Drive</b>
<b>i.e.</b>	<b>Id est (Example)</b>
<b>Kg</b>	<b>Kilogram (weight unit)</b>
<b>Km/h</b>	<b>Kilometer per hour (Speed unit)</b>
<b>lb</b>	<b>Pound (weight unit)</b>
<b>lbs</b>	<b>Pounds (weight unit)</b>
<b>m</b>	<b>Meter</b>
<b>mm</b>	<b>Milimeter</b>
<b>mints</b>	<b>Minutes</b>
<b>mph</b>	<b>Mile per Hour</b>
<b>NHRA</b>	<b>National Hot Rod Association</b>
<b>OEM</b>	<b>Original Equipment Manufacturer</b>
<b>PCV</b>	<b>Positive Crankcase Ventilation</b>
<b>Pro</b>	<b>Profesional</b>
<b>psi</b>	<b>Pound per sequar inch</b>
<b>RWD</b>	<b>Rear Wheel Drive</b>
<b>sec</b>	<b>Second</b>
<b>SFI</b>	<b>SFI Foundation Inc. (SFI "Sustainable Forestry Initiative")</b>
<b>spec</b>	<b>specification</b>
<b>w</b>	<b>Width (When used in tires)</b>