



2012 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE 2012
RULEBOOK)

***RULE CHANGES BECOME EFFECTIVE
JANUARY 19, 2012***

TABLE OF CONTENTS

NHRA RULE AMMENDMENTS

Note:

All section and page numbers refer to those found in the latest version of the online 2012 NHRA Rulebook.

The date beside the amendment indicates the day of original posting

Rulebook.additions are [Blue underline](#)

Deletions are ~~Red strikethrough~~

SPECIAL NOTE ON SNELL SERIES 2000 HELMETS (DESIGNATION SA2000 AND M2000):	4
SECTION 4A: SUPER PRO, PRO, SPORTSMAN, FRAME:4, ROLL CAGE (PAGE 4) (1/19/2012)	4
SECTION 4B: ADVANCED E.T., DRIVETRAIN: 2, REAR END (PAGE 10) (1/19/2012)	4
SECTION 5: NHRA GET SCREENED AMERICA PRO MOD DRAG RACING SERIES PRESENTED BY PROCARE RX, DESIGNATION (PAGE 1) (1/19/2012)	5
SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, ENGINE:1, TURBOCHARGER (PAGE 3) (1/19/2012)	5
SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, DRIVETRAINE: 3, CLUTCH, FLYWHEEL, FLYWHEEL SHIELD (PAGE 3) (1/19/2012)	5
SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, DRIVETRAIN: 2, TRANSMISSION (PAGE 4) (1/19/2012)	6

SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, BODY: 7, BELLY PAN (PAGE 6) (1/19/2012)6

SECTION 10A: STOCK CARS, DESIGNATIONS (PAGE 1) (1/19/2012).....6

SECTION 10A: STOCK CARS, ENGINE:1, ENGINE (PAGE 3) (1/19/2012)6

SECTION 10A: STOCK CARS, ENGINE:1, ROCKERS ARMS (PAGE 5) (1/19/2012)7

SECTION 10A: STOCK CARS, FRAME:4, ROLL BARS (PAGE 8) (1/19/2012) 7

SECTION 10A: STOCK CARS, DRIVER:10, DRIVER RESTRAINT SYSTEM (PAGE 11) (1/19/2012)7

SECTION 11A: SUPER STOCK, DESIGNATIONS (PAGE 1) (1/19/2012)7

SECTION 11A: SUPER STOCK, FRAME:4, ROLL CAGE, (PAGE 7) (1/19/2012)7

SECTION 11A: SUPER STOCK, DRIVER:10, CREDENTIALS (PAGE 9) (1/19/2012)8

SECTION 12D: ALTERED AND STREET ROADSTER, ENGINE:1, SPARK PLUGS, (PAGE 18) (1/19/2012).....8

SECTION 12D: ALTERED AND STREET ROADSTER, DRIVETRAIN:2, DRIVELINE (PAGE 19) (1/19/2012).....8

SECTION 12E: ALTERED TRUCK, DRIVETRAIN:2, DRIVELINE (PAGE 26) (1/19/2012)8

SECTION 12F: ECONO ALTERED, DRIVETRAIN:2, DRIVELINE (PAGE 31) (1/19/2012)8

SECTION 12G: SUPER MODIFIED, DRIVETRAIN:2, DRIVELINE (PAGE 37) (1/19/2012)9

SECTION 20: GENERAL REGULATIONS, DRIVETRAIN:2, 2:4 DRIVELINE (PAGE 10) (1/19/2012)9

**SECTION 20: GENERAL REGULATIONS, SUPPORT GROUP:9, 9:15
CAMERAS (PAGE 38) (1/19/2012)..... 11**

**SECTION 20: GENERAL REGULATIONS, DRIVER:10, 10.9, OCCUPANTS
(PAGE 42) (1/19/2012)..... 11**

**SECTION 21: CHARTS AND FORMULAS, SFI SPECIFICATIONS (PAGE 2)
////////// INDICATES SKIPPED ROWS IN THIS CHART (PAGE 2) (1/19/2012).11**

**SPECIAL NOTE ON SNELL SERIES 2000 HELMETS (DESIGNATION SA2000
AND M2000):**

The Snell 2000 series helmets expired January 1, 2012 and are no longer permitted for use. This is stated for reference in the chart: *NHRA Helmet Expiration Dates* found on page 41 of Section 20 (General Regulations) of the 2012 NHRA Rulebook. Multiple places throughout the 2012 NHRA Rulebook the Snell SA2000 and Snell M2000 helmets are referenced. These references will be removed from the online rulebook when it is updated in the Spring of 2012.

Again, as documented on page 41 of Section 20: General Regulations the Snell SA2000 and M2000 have expired and are prohibited from use.

**SECTION 4A: SUPER PRO, PRO, SPORTSMAN, FRAME:4, ROLL CAGE
(Page 4) (1/19/2012)**

Roll cage mandatory in cars running 10.99 (*6.99) or quicker or any car exceeding 135 mph. In full-bodied cars, with unaltered firewall, floor, and body (from firewall rearward, wheeltubs permitted), running between 10.00 (*6.40) and 10.99 (*6.99), roll bar permitted in place of roll cage. In convertibles running 10.99 or quicker or exceeding 135 mph, roll cage mandatory. Cars running between 7.50 (*4.50) and 9.99 (*6.39) must have chassis recertified every three years by NHRA and have a serialized sticker affixed to cage before participation. Plating of chassis prohibited or all cars manufactured after Jan. 1, 2003. Rear-engine dragsters must conform to SFI Spec 2.7B; vehicles running 8.49 (*5.354) to 7.50(*4.50) and/or exceeding 180 mph must meet appropriate SFI Spec for body used. Effective Jan. 1, 2007, all new Street Roadsters must conform to SFI Spec 10.4. Existing Street Roadsters must meet SFI Spec 10.4 at their next scheduled recertification effective Jan. 1, 2008. No existing cars will be recertified early to delay compliance. All others must conform to specs for body style used, as listed in General Regulations 4:11, 10:6.

**SECTION 4B: ADVANCED E.T., DRIVETRAIN: 2, REAR END (Page 10)
(1/19/2012)**

~~Aftermarket full floating or live axle assembly mandatory on any vehicle that runs 6.50 and quicker, or 210 mph and faster. Independent rear suspension prohibited.~~ Aftermarket axles and axle-retention devices mandatory. Welded spider gears prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension prohibited.

SECTION 5: NHRA ~~GET SCREENED AMERICA~~ PRO MOD DRAG RACING SERIES PRESENTED BY PROCARE RX, DESIGNATION (Page 1) (1/19/2012)

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

Minimum weight at the conclusion of run, including driver:

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

Supercharged entries (526 cid) - 2,650 pounds

Turbocharged entries (~~540 cid~~ 526 cid) - ~~2,650~~ 2,700 pounds

SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, ENGINE:1, TURBOCHARGER (Page 3) (1/19/2012)

~~Single turbocharger limited to 120mm maximum; twin turbocharger limited to 88mm maximum.~~ Only twin 88 mm spec turbochargers manufactured by Precision Turbo & Engines with turbine housing part number 10301-XXX and compressor wheel part number A24288C are permitted. Only this approved turbocharger and its components will be permitted. Any modification to any component of the spec turbocharger is prohibited. Air-to-air or water-to-air intercoolers permitted on turbocharged entries. 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.

SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, DRIVETRAINE: 3, CLUTCH, FLYWHEEL, FLYWHEEL SHIELD (Page 3) (1/19/2012)

Flywheel and clutch meeting SFI Spec 1.3, 1.4, or 1.5. Three discs maximum with a maximum disc diameter of 11 inches or four discs maximum with a maximum disc diameter of 8 inches. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory. Maximum depth of flywheel shield: 9.400 inches. Clutch must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throwout bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. See General Regulations 2:3, 2:5, 2:6, 2:8.

The motor plate must be attached to the chassis using at least two welded mounting points with minimum 3/8-inch Grade 8 bolts and full nuts. At least two additional welded mounting points (using the motor plate, front block plates, etc.) are required to secure the engine to the chassis also with minimum 3/8-inch Grade 8 bolts and full nuts.

SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, DRIVETRAIN: 2, TRANSMISSION (Page 4) (1/19/2012)

Aftermarket planetary, clutchless, or [NHRA-accepted OEM or](#) aftermarket automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Supercharged entries limited to maximum of three forward speeds and reverse; all other entries limited to maximum of five forward speeds and reverse. When an [NHRA-accepted OEM or](#) aftermarket automatic transmission is utilized, an SFI Spec 30.1 flexplate shield and an SFI Spec 29.1 flexplate are mandatory. Aftermarket converter drive units permitted. When an aftermarket converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lockout. Transmission brake permitted on all converter-equipped entries. All entries using an [NHRA-accepted OEM or](#) aftermarket automatic transmission, see BODY: 7, BELLY PAN. Lockup converters and overdrive units are prohibited. 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. See General Regulations 2:12, 2:13, 2:14.

SECTION 5: NHRA PRO MOD RACING SERIES PRESENTED BY PROCARE RX, BODY: 7, BELLY PAN (Page 6) (1/19/2012)

Permitted on all cars; mandatory on all entries using an [NHRA-accepted OEM or](#) aftermarket automatic transmission. Pan must extend from framerail to framerail and extend from the bellhousing/ engine mounting surface to the end of the transmission tail shaft. Nonflammable, oil-absorbent liner is mandatory inside of belly pan.

SECTION 10A: STOCK CARS, DESIGNATIONS (Page 1) (1/19/2012)

[AAA/S](#), [AA/S](#), [BB/S](#), [CC/S](#), [A/S](#), [B/S](#), [C/S](#), [D/S](#), [E/S](#), [F/S](#), [G/S](#), [H/S](#), [I/S](#), [J/S](#), [K/S](#), [L/S](#), [M/S](#), [N/S](#), [O/S](#), [P/S](#), [Q/S](#), [R/S](#), [T/S](#), [U/S](#), [V/S](#), and [W/S](#) (manual transmission), preceded by car number. [AAA/SA](#), [AA/SA](#), [BB/SA](#), [CC/SA](#), [A/SA](#), [B/SA](#), [C/SA](#), [D/SA](#), [E/SA](#), [F/SA](#), [G/SA](#), [H/SA](#), [I/SA](#), [J/SA](#), [K/SA](#), [L/SA](#), [M/SA](#), [N/SA](#), [O/SA](#), [P/SA](#), [Q/SA](#), [R/SA](#), [T/SA](#), [U/SA](#), [V/SA](#), and [W/SA](#) (automatic transmission), preceded by car number. [AAF/S](#), [AF/S](#), [BF/S](#), [CF/S](#), [DF/S](#), and [EF/S](#) (front-wheel-drive), preceded by car number.

SECTION 10A: STOCK CARS, ENGINE:1, ENGINE (Page 3) (1/19/2012)

Must be same year and make as car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed .075-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job (i.e., one piston/rod assembly untouched) permitted. Otherwise lightening of component parts prohibited. All carburetors,

manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM crankshaft mandatory. Lightening of crankshaft other than normal balance job prohibited. Cylinder blocks may be sleeved. Aftermarket SFI Spec 18.1 harmonic balancer mandatory in ~~AA/S~~ AAA/S through G/S and AA/SA through G/SA. See General Regulations 1:2.

SECTION 10A: STOCK CARS, ENGINE:1, ROCKERS ARMS (Page 5) (1/19/2012)

OEM or a Aftermarket rocker arm permitted. ~~Either adjustable pushrods or adjustable OEM rocker arms permitted on any application, but not both.~~
Needle/roller bearing pivots and roller tips are permitted for all applications. Must remain same design as original application (i.e. stud mount must retain stud mount, pedestal type must retain pedestal type and shaft type must retain shaft type. Stud girdles prohibited.) Stamped steel OEM and OEM-type rocker arms may be reinforced.

SECTION 10A: STOCK CARS, FRAME:4, ROLL BARS (Page 8) (1/19/2012)

Mandatory in ~~AA/S~~B/S through M/S, ~~AA/SA~~ BB/SA through M/SA, in all convertibles and in any car running 11.49 or quicker, permitted in slower cars. Front braces may not extend in front of firewall. Sixpoint attachments permitted. Roll cage mandatory in any car running 9.99 or quicker, permitted in slower vehicles. See General Regulations 4:10, 4:11, 6:3.

SECTION 10A: STOCK CARS, DRIVER:10, DRIVER RESTRAINT SYSTEM (Page 11) (1/19/2012)

Three-inch driver restraint system meeting SFI Spec 16.1, including crotch strap, mandatory in classes ~~AA/S~~ AAA/S through AA/S ~~M/S~~, ~~AA/SA~~ AAA/SA through ~~M/SA~~AA/SA, all convertibles, and in any car running 11.49 or quicker. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 11A: SUPER STOCK, DESIGNATIONS (Page 1) (1/19/2012)

SS/AH, SS/AA, SS/A, SS/B, SS/C, SS/D, SS/E, SS/F, SS/G, SS/H, SS/I, SS/J, SS/K, SS/L, SS/M, SS/N, SS/O, and SS/P preceded by car number (manual transmission). SS/AAA, ~~SS/AA~~SSA/A, SS/BA, SS/CA, SS/DA, SS/EA, SS/FA, SS/GA, SS/HA, SS/IA, SS/JA, SS/KA, SS/LA, SS/MA, SS/NA, SS/OA, and SS/PA preceded by car number (automatic transmission).

SECTION 11A: SUPER STOCK, FRAME:4, ROLL CAGE, (Page 7) (1/19/2012)

Mandatory in SS/AA through SS/I, SS/AH through SS/IA, and any car running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. Chassis of cars requiring a roll cage must be recertified every three years by NHRA and have serialized sticker affixed to roll cage before participation at any NHRA event. See General Regulations 4:11.

**SECTION 11A: SUPER STOCK, DRIVER:10, CREDENTIALS (Page 9)
(1/19/2012)**

Valid NHRA competition license mandatory in SS/AA through SS/I and SS/AH through SS/IA. Valid NHRA competition license mandatory for cars running 9.99 (*6.39) or quicker. Valid state- or government-issued driver's license beyond a learner's-permit level mandatory for cars running 10.00 (*6.40) or slower. See General Regulations 10:4.

SECTION 12D: ALTERED AND STREET ROADSTER, ENGINE:1, SPARK PLUGS, (Page 18) (1/19/2012)

The use of angle-tipped spark plugs is prohibited [in all street roadster classes, permitted in all altered classes.](#)

SECTION 12D: ALTERED AND STREET ROADSTER, DRIVETRAIN:2, DRIVELINE (Page 19) (1/19/2012)

~~When the driveshaft contains universal joints a d~~ Driveshaft meeting SFI Spec 43.1 ~~is~~ mandatory in AA/A, [AA/AM, BB/A, BB/AM, AA/AT, BB/AT, CC/AT, DD/AT](#), A/A, A/AP, B/A, B/AP, C/A, A/AA, B/AA, and C/AA. ~~All full-bodied altered and street roadsters, driveshaft must have round 360-degree driveshaft loop within 6 inches of front U-joint. Additionally, driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins.~~ See General Regulations 2:4.

**SECTION 12E: ALTERED TRUCK, DRIVETRAIN:2, DRIVELINE (Page 26)
(1/19/2012)**

~~Driveshaft meeting SFI Spec 43.1 mandatory in PST and PS/TA. Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins.~~ See General Regulations 2:4.

**SECTION 12F: ECONO ALTERED, DRIVETRAIN:2, DRIVELINE (Page 31)
(1/19/2012)**

~~All full-bodied econo altered, driveshaft must have round 360-degree driveshaft loop within 6 inches of front U-joint. Additionally, driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins.~~ See General Regulations 2:4.

**SECTION 12G: SUPER MODIFIED, DRIVETRAIN:2, DRIVELINE (Page 37)
(1/19/2012)**

May be modified or fabricated to fit altered units. ~~Driveshaft must have round 360-degree driveshaft loop within 6 inches of front Ujoint. Additionally, driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins.~~ See General Regulations 2:4.

**SECTION 20: GENERAL REGULATIONS, DRIVETRAIN:2, 2:4 DRIVELINE
(Page 10) (1/19/2012)**

~~On any car in which the driver sits over or behind the rear-end center section, a suitable protective shield of .120-inch minimum thickness steel plate must be installed for units with universal joints, securely mounted to the rear-end center section and the bellhousing adapter. For straight couplers, the minimum shield requirement is .063-inch aluminum, which must contain an inspection cover for removal and inspection of the coupler securely mounted to the rear-end center section and the bellhousing adapter, or as noted in Class Requirements. In place of a crossmember, in the vicinity of the front universal joint, all cars in competition using open driveshafts must have a retainer loop 360 degrees of enclosure, 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch x .065-inch welded steel tubing, securely mounted and located within 6 inches of the front universal joint for support of the driveshaft in event of U-joint failure. Open drivelines passing any part of the driver's body must be completely enclosed in 1/8-inch minimum thickness steel plate, securely mounted to the frame or frame structure. Driveshaft loop required on all cars running 13.99 (*8.59) or quicker and utilizing slicks; except vehicles running 11.49 (*7.35) seconds or slower equipped with street tires.~~

For cars with driveshafts that contain universal joints:

For all full bodied and open bodied cars running between 7.50 (*4.50) and 13.99 (*8.59) in place of a crossmember located behind but within 6" of the center of the front universal joint: A front driveshaft loop is required on all cars, except vehicles running 11.49 (*7.35) seconds or slower equipped with street tires. See class requirements.

Full bodied cars 7.49 (*4.49) seconds and quicker with the OEM floor retained (i.e. OEM floor may be modified according to class requirements for transmission removal but must be intact from 6" behind the center of the front universal joint rearward): A front driveshaft loop is required. See class requirements.

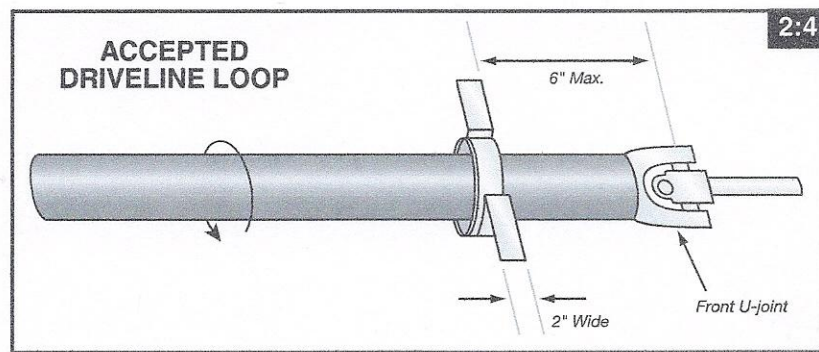
Full bodied cars 7.49 (*4.49) seconds and quicker with the OEM floor removed/replaced: Each end of the driveshaft must have a round 360-

degree driveshaft loop within 6 inches of the U-joint and a driveshaft tube is also required. See class requirements.

Open bodied cars 7.49 (*4.49) seconds and quicker where the driveshaft passes any part of the driver's body: Each end of driveshaft must have a round 360-degree driveshaft loop within 6 inches of U-joint and a driveshaft tube is also required. The driveshaft tube must extend the full length of the portion of the driveshaft that passes any portion of the driver's body. See class requirements.

For all cars with driveshafts that do not contain universal joints but pass any part of the driver's body: Each end of driveshaft must have a full 360-degree cover of minimum 1/16-inch steel or 1/8-inch aluminum. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable crossmember, reverser, or third member. See class requirements.

DRIVESHAFT LOOP DEFINITION: 360 degrees of enclosure, 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch x .065-inch welded steel tubing, securely mounted to the frame or frame structure where available (or to the OEM floor or rocker box where a frame does not exist) and located within 6 inches of the front or rear universal joint for support of the driveshaft in event of U-joint failure.



DRIVESHAFT TUBE DEFINITION: Driveshaft must be covered by a 360-degree round, oval, or tapered tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch steel or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, using either minimum 5/16 SAE Grade 8 bolts, welded, or 1/4-inch push/pull pins. Two-piece tube assembly permitted with a minimum of six 3/8-inch SAE Grade 8 bolts.

**SECTION 20: GENERAL REGULATIONS, SUPPORT GROUP:9, 9:15
CAMERAS (Page 38) (1/19/2012)**

One cCameras permitted unless NHRA permission is granted for additional cameras. May not be intentionally directed at the racer in the other lane without NHRA permission. Video may not be transmitted in any means or manner without NHRA permission, which permission, if granted, may be revoked at any time. Incident video may not be transmitted under any circumstances. No video monitors permitted in or on the car. Video may not be used in any way to determine track position in real time. Must be securely attached to the vehicle with appropriate fasteners. May not be attached with suction cups, wire ties, hose clamps etc. For any camera mounted external to the enclosed driver's compartment of a full bodied door car, anywhere on any open-bodied car (including FC, TAFC, and Competition Eliminator and ET funny car type Altered bodies), and anywhere on any car 7.49 (*4.49) seconds or quicker aAll mounting brackets, associated fasteners, hardware, etc. from the camera to the vehicle attachment point must be metal, no plastic or nonmetallic components permitted. For all vehicles aAttachment to the driver, the driver's helmet, or the steering wheel/handlebars prohibited.”

**SECTION 20: GENERAL REGULATIONS, DRIVER:10, 10.9, OCCUPANTS
(Page 42) (1/19/2012)**

No more than one person is permitted in any car during any run, except one co-driver permitted in 14-second (*8.6083) and slower E.T. cars; co-driver must be a minimum of 16 years old. All occupants of tow vehicles must be inside of car or pickup in a seated position while tow vehicle is in operation. Anytime a car is started, whether in the pits, staging lanes, with self-starter, or anywhere else on the race facility, a competent driver must be in the driver's seat unless coupler or driveline is removed. Non-compliance is grounds for disqualification from the event.

**SECTION 21: CHARTS AND FORMULAS, SFI SPECIFICATIONS (Page 2)
////////// Indicates skipped rows in this chart (Page 2) (1/19/2012)**

Following is a list of all SFI Specifications applicable to NHRA Championship 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 NHRA event.

SFI SPEC DESCRIPTION	EXPIRATION PERIOD
1.1 Single-Disc Clutch & Flywheel Assembly.....	2 years
//////////	
3.3/10 Helmet Skirt, Gloves	
//////////	
54.1 Nonflammable, Thermal Barrier/Fire Coatings	