

DIESEL

MOTORSPORTS

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Drag Racing Rules 2023

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January 30, 23, DIESEL Motorsports (NADM) the only legal sanctioning body for diesels was founded with the purpose and vision of unifying and solidifying the diesel industry via sanctioned events and promotional support of all racing sanctioning bodies, organizations, clubs, manufacturers, vendors and individual enthusiasts. DIESEL Motorsports will petition industry leaders in the diesel aftermarket for guidance insuring progressive growth, expansion, and prosperity for the industry's future. DIESEL Motorsports promotions will culminate in the offering of DIESEL Motorsports sanctioned events including diesel drag racing and sled pulls. In cooperation with existing diesel organizations, DIESEL Motorsports will compliment the existing schedules and help coordinate a nation-wide diesel event schedule. This event calendar is open to all organizations seeking to advertise their events and will be hosted on the DIESEL Motorsports website. Further goals include the support or sponsorship of events throughout the country via existing organizations. The goal of DIESEL Motorsports is not to supply every diesel event in the country, but assist in promotion of diesel events on a national level. Competitive class structures and rules for DIESEL MOTORSPORTS sanctioned events are in this rulebook, and will remain for the season. Should the need arise for an amendment; all competition members will be notified in writing via e-mail. Rule set goals are to promote safety, provide a competitive field that allows participants to easily compete in multiple organizations and support efforts to stabilize existing rule sets. DIESEL Motorsports has formed an official "Advisory Panel" of the association. This panel will be composed of elected DIESEL Motorsports business members that will represent all areas of member interest. All media and photographers must obtain permission to be on tracks during events and all photos, videos and media become the property of DIESEL Motorsports. DIESEL Motorsports has the rights to use the media, photographs and video taken during events of competitors to further promote sponsors, events and DIESEL Motorsports. All photos taken by DIESEL Motorsports becomes the property there of and all competitors who compete release their permission to DIESEL Motorsports. DIESEL Motorsports retains the rights to prohibit competitors from events who are not deemed professional or has improper registration information and/or vehicle. Duplication or replication of these rules are forbidden without written permission of DIESEL Motorsports and all content are copy righted under the laws of the United States of America. © Copy Right 2023. www.DIESELMotorsports.US 816-810-6287

GENERAL REGULATIONS

EXHAUST MUST EXIT STRAIGHT UP

Apparel: Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack. Shoes are mandatory. Apparel constructed of 100% natural fibers is recommended. Apparel constructed of 100% man-made fibers (polyester and nylon, for example) is prohibited. Clothing Prohibited: Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class.

Drivers must wear protective clothing as follows:

11.99 to 10.00 seconds without alcohol injection: a jacket meeting SFI specification 3.2A/1.

9.99 to 7.50 seconds without alcohol injection: jacket and pants, or suit, meeting SFI specification 3.2A/5, gloves meeting SFI specification 3.3/5, and shoes or boots meeting SFI specification 3.3.

11.99 to 10.00 seconds with alcohol injection: jacket and pants, or suit, meeting SFI specification 3.2A/5, gloves meeting SFI specification 3.3/5, and shoes or boots meeting SFI specification 3.3.

9.99 to 7.50 seconds with alcohol injection: jacket and pants, or suit, meeting SFI specification 3.2A/15, gloves meeting SFI specification 3.3/15, and shoes or boots meeting SFI specification 3.3.

Protective clothing that exceeds these specifications is permitted. The protective clothing must be labeled with the proper SFI specification.

Helmet: Drivers of all vehicles running 13.99 or quicker must wear a helmet meeting Snell SA2010, SAH2010, SA2015 standards, or SFI Specs 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015. The helmet must have the appropriate certification sticker affixed inside it.

Driver Restraint: A quick-release, driver restraint system meeting SFI Spec 16.1 or 16.5 is mandatory in all vehicles in competition required by the rules to have a roll bar or a roll cage. (It is permitted in all other vehicles.) The driver-restraint system must be clearly labeled as meeting SFI Spec 16.1 or 16.5 and be dated by the manufacturer. The system must be updated at two-year intervals from date of manufacture. All seat belt and shoulder harness hardware must be originally designed to be used with each other and be produced by the same manufacturer. Vehicles using an OEM or OEM-type seat may have the crotch strap routed in front of the seat instead of through the seat. All harness sections must be mounted to the frame, cross member, or reinforced mounting and be installed to limit the drivers upward and forward body travel. Seat belts may not be wrapped around lower frame rails. Bolts inserted through belt webbing for mounting are prohibited. Check manufacturer's instructions.

When arm restraints are worn with a restraint system that utilizes a latch lever, a protective cover must be installed to prevent arm restraints from accidentally releasing the latch lever. A protective cover is not required if system utilizes duck-bill latch hardware.

Neck Collar/Head and Neck Restraint System: Permitted. A neck collar must be a commercially produced unit designed for racing. Two types of collars are commercially available: a full 360-degree donut type and a pull-together horseshoe type. Modification according to manufacturer's recommendations to fit helmet and drivers neck/shoulder spacing is permitted. It must be worn as per manufacturer's recommendations. It must meet SFI specification 3.3 as per class rules. A Head and Neck Restraint System certified to SFI Spec 38.1 may be used with or without a neck collar. Modification of the Head and Neck Restraint System is prohibited

Arm Restraints: Arm restraints are mandatory for all open-bodied vehicles running 11.99 or quicker. Arm restraints must be worn and adjusted in such a manner that drivers hands and/or arms cannot be extended outside of the roll cage and/or frame rails. Arm restraints shall be combined with the driver-restraint system such that the arm restraints are released with the driver restraints. Refer to the manufacturer for instructions.

Credentials: Drivers of vehicles running 9.99 or quicker must have a valid NHRA/IHRA competition license. All other drivers must have a valid state drivers license.

Ballast: Any material used for the purpose of adding to a vehicles total weight must be permanently attached to the vehicles structure and must not extend in front of or behind the vehicles body or above the rear tires. No liquid or loose

ballast is permitted (i.e., water, sandbags, rocks, shot bags, metal weights, etc.). Discovery of loose ballast will result in disqualification from the event, regardless of whether infraction occurs during qualifications or eliminations.

The ballast box must be securely fastened to the frame or cross member with at least two 1/2 inch diameter steel bolts. Any liquid other than consumable engine fuel that is located behind the front firewall (on a front-engine vehicle), is considered ballast and is prohibited, except for intercooler tanks that contain water and/or ice only. The tank must be securely mounted to frame, frame member, or OEM floor pan.

Removable weight must be securely mounted to the frame or frame structure by a minimum of two 1/2 inch diameter steel bolts per 100 pounds or one 3/8 inch bolt per five pounds. Temporary methods (hose clamps, wire, strapping, tape, tie wraps, et al) of securing weight or ballast are prohibited.

Brakes: Four-wheel brakes are mandatory on all bodied vehicles. Two-wheel brakes are mandatory on dragsters.

Data Recorder: Data recording devices are permitted.

Driveline: In place of a cross member, in the vicinity of the front universal joint, all vehicles running 11.99 or quicker must have a retainer loop with 360 degrees of enclosure, 1/4 inch minimum thickness and two inches wide, or 7/8 inch by 0.065 inch welded steel tubing, securely mounted and located within six inches of the front universal joint to support the drive shaft in the event of U-joint failure.

4WD vehicles must have a retainer loop matching above description installed for the front drive shaft. Long-bed trucks with a carrier bearing must have loops as described above on both rear drive shafts. Open drivelines passing any part of the drivers body must be completely enclosed in 1/8inch minimum thickness steel plate, securely mounted to the frame or frame structure.

Vehicles running 13.99 and quicker with slicks must utilize a retainer loop.

Master Shut-off, Air: A charge air, or intake air shut off device is mandatory on all vehicles running 10.99 or faster with mechanical injection pumps. This device, through mechanical or electro-mechanical means, must terminate the flow of intake or charge-air into the engine. Air cutoff controls must be clearly marked and located within the drivers reach and be accessible by reaching into the drivers compartment. Air shutoff devices must be demonstrated during technical inspection.

Master Shut-off, Electrical: A master Electrical shut-off is mandatory on all vehicles running 10.99 or faster, or vehicles with the battery relocated. An electrical power cut off switch must be installed on the rear most part of each vehicle meeting the above criteria. It must be easily accessible from the outside of the body. This cutoff switch must be connected to the POSITIVE side of the electrical system and must terminate all electrical functions.

Floors: All vehicles without floors must be equipped with floor pans made of steel (minimum 0.024 inch thick) or aluminum (minimum 0.032 inch thick) that must extend the full length and width of the driver compartment to the rear of the drivers seat. Vehicles equipped with floors or belly pans made of fiberglass or other breakable material must have metal sub floors. In all vehicles with OEM fiberglass floors, a cross member (minimum two inches by two inches, 0.083 inch wall thickness square tubing) must be installed between frame rails for proper drivers seat, seat belt, shoulder harness, and crotch strap installation. Belly pans and sub floors enclosing the engine or driver compartment must contain suitable drain holes so that liquids and foreign matter cannot collect, thus creating a fire hazard.

Harmonic Balancer: All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

Fuel Systems: All fuel tanks, lines, pumps, valves, etc. must be outside of the driver's compartment and within the confines of the frame and/or steel body. Cool cans, fuel-distribution blocks, etc. must be located at least 6 inches forward of the flywheel/bellhousing area. Fuel pressure gauge isolators, with steel braided line, may be mounted on firewall.

Fuel Lines: All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel braided, or commonly-accepted "woven or woven-pushlock." A maximum of 12 inches total (front to rear) of non-metallic or non-steel braided hose is permitted for connection purposes only. Fuel lines (except steel braided lines) in the flywheel/bellhousing area must be enclosed in a 16-inch length of steel tubing, 1/8-inch-minimum wall thickness, securely mounted as a protection against fuel-line rupture. Fuel lines may not be routed in the driveshaft tunnel.

Non-OEM Fuel Tanks: Permitted in all classes. Fuel tanks located outside body and/or frame must be enclosed in a steel tube frame constructed of minimum 1 1/4-inch O.D. x .058 chromoly or .118 mild steel tubing. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. All fuel tanks must have a pressure cap and be vented outside of body. A positive-locking screw-on fuel

tank cap is mandatory on all open-bodied cars. Insulated fuel tanks prohibited. When used, nonmetallic fuel cells must have a metal box protecting the part of the fuel cell that is outside of body lines or trunk floor, excluding hose connection area in rear. The metal box must be constructed of minimum .024 steel or .032 aluminum. When nonmetallic fuel cells are located in a truck bed with no floor, the front, sides, and bottom of the tank must be protected with metal box. The metal box must be constructed of minimum .024 steel or .032 aluminum. Nonmetallic fuel cells or tanks must be grounded to frame.

Fuel Lines: All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel braided, or commonly-accepted “woven or woven-pushlock.” A maximum of 12 inches total (front to rear) of non-metallic or non-steel braided hose is permitted for connection purposes only. Fuel lines (except steel braided lines) in the flywheel/bellhousing area must be enclosed in a 16-inch length of steel tubing, 1/8-inch-minimum wall thickness, securely mounted as a protection against fuel-line rupture. Fuel lines may not be routed in the driveshaft tunnel.

Oil System: Accu-sump, dry-sump tanks, oil filters, oil supply lines, etc. prohibited in driver compartment and outside of frame and/or steel body/fenders. Oil-pressure gauge and line permitted in driver compartment, metal or steel braided line mandatory, maximum 3/16-inch inside diameter. Power-enhancing additives prohibited.

Jacks/Jackstands: No work may be done under any vehicle in the pit area while the vehicle is supported by only one vehicle jack. Additional safety devices such as jack stands are mandatory to provide additional protection in the event of jack failure. Failure to observe this rule is grounds for immediate disqualification. Tube-chassis, Pro Stock-style vehicles must have cradles/jack stand devices that attach to the frame (conventional jack stands are prohibited) when being worked on and/or when engine is running in the pits with the vehicle in a raised position. Jack stand devices must be constructed as to provide a minimum ground clearance of seven inches as measured from the ground to the outer diameter limit of the rear tires.

Liquid Overflow: All vehicles in competition with any type of water overflow capable of spilling water must have a catch can to accumulate the excess liquids and prevent leaking onto the track. Catch cans must have a minimum capacity of one pint. The catch can must be securely fastened (bolted or clamped) to the vehicle.

Pressurized Bottles: All pressurized bottles (containing air, Nitrous Oxide, CO₂, etc.) must meet and be engraved as meeting DOT-1800-pound minimum specification. All bottles must be securely mounted. Hose clamps and/or tie wraps are prohibited.

Nitrous Oxide: Commercially-available nitrous oxide controllers and programmers are permitted. All bottles must be securely mounted (may not use plastic brackets), stamped with minimum DOT-1800 pound rating, and identified as nitrous oxide. Nitrous oxide bottle(s) located in driver compartment must be equipped with a relief valve and vented outside of compartment. System must be commercially available and installed per manufacturer’s recommendations.

Heating of Nitrous Oxide bottles - In vehicle: Commercially available, thermostatically controlled blanket-type warmers are acceptable. Any other methods of heating bottle(s) is prohibited once the bottle is installed in the vehicle. **In pit area:** Commercially available, thermostatically controlled heaters/ warmers are acceptable. **Any open flame heating of bottle(s) anywhere on premises is prohibited and grounds for immediate dis-qualification.**

Roll Bar: Roll bars are mandatory in all vehicles running 11.49 or quicker. All roll bars must be within six inches of the rear or side of the drivers head, extend in height at least three inches above the drivers helmet with driver in normal driving position, and be at least as wide as the drivers shoulders or within one inch of the drivers door. The roll bar must be adequately supported or cross-braced to prevent forward or lateral collapse. Rear braces must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than five inches from the top of the roll bar. A sidebar must be included on the drivers side and must pass the driver at a point midway between the shoulder and elbow. Swing-out sidebars are permitted. All roll bars must have in their construction a cross bar for seat bracing and as the shoulder-harness attachment point; the cross bar must be installed no more than four inches below, and not above, the drivers shoulders or be welded to the side bar.

All vehicles with OEM frame (i.e., pickup truck where body bolts to frame rails) must have the roll bar welded or bolted to the frame. Installation of frame connectors on unibody vehicles does not constitute a frame; therefore, it is not necessary to have the roll bar attached to the frame.

Unibody vehicles with stock floor and firewall (wheel tubs are permitted) may have the roll bar attached with six inch by six inch by 1/8 inch steel plates on the top and bottom of the floor bolted together with at least four 3/8 inch bolts and

nuts, or may have the main hoop welded to the rocker sill area with 1/8 inch reinforcing plates, with plates welded completely.

All 4130 chrome moly tube welding must be done by the approved TIG heliarc process; mild steel welding must be done by approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds is prohibited. The roll bar must be padded anywhere the drivers helmet can contact it while in driving position. Adequate padding must have minimum 1/4-inch compression or meet SFI Spec 45.1.

Roll Cage: A roll cage is mandatory in all vehicles running quicker than 10.99 seconds, or faster than 135 mph. For vehicles with unaltered firewall, floor, and body from firewall rearward (wheel tubs are permitted) running between 10.00 and 10.99, a roll bar is permitted in place of a roll cage. All cage structures must be designed in an attempt to protect the driver from any angle, 360 degrees. All 4130 chrome moly (CM) tube welding must be done by approved TIG heliarc process; mild steel (MS) tube welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds is prohibited.

In addition, the roll cage must be padded anywhere the drivers helmet may contact it while in the driving position. All vehicles running 9.99 (*6.39) or quicker, SFI Spec 45.1 padding mandatory. With driver in driving position, the helmet must be in front of the main hoop. If the helmet is behind or under the main hoop, additional tubing, same size and thickness as the roll cage, must be added to protect the driver. The main hoop may be laid backward or forward, but the driver must be encapsulated within the required roll-cage components.

On unibody vehicles with stock floor and firewall (wheel tubs permitted), the roll cage may be bolted or welded to the floor/rocker box via six inch by six inch by 1/8 inch steel plates similar to the roll bar attachment requirements above. Unless attaching to the OEM floor or frame, the minimum requirements for a frame member to which a roll-cage member is attached are 1-5/8 inch by 0.118 inch MS or 0.083 inch CM round tube and/or two inch by two inch by 0.058 MS or CM rectangular tube.

All cage structures must have in their construction a cross bar for seat bracing and as the shoulder-harness attachment point. The cross bar must be installed no more than four inches below, and not above, the drivers shoulders, or be welded to the side bar. All required rear braces must be installed at a minimum angle of 30 degrees from vertical and must be welded in. The side bar must pass the driver at a point midway between the shoulder and elbow.

Unless an OEM frame rail is located below and outside of the drivers legs, a rocker or sill bar, minimum 1-5/8 inch by 0.083 CM or 0.118 MS round tube or two inch by two inch by 0.058 inch CM or MS rectangular tube, is mandatory in any vehicle with a modified floor or rocker bar within the roll-cage uprights (excluding six square feet of transmission maintenance opening). The rocker bar must be installed below and outside of drivers legs and must tie into the main hoop, the forward hoop, frame, frame extension, or side diagonal. The rocker bar may not tie into a swing-out side bar support. If the rocker bar ties into side diagonal more than five inches (edge to edge) from forward roll-cage support or main hoop, a 1-5/8 inch OD by 0.083 CM or 0.118 MS round tube brace/gusset is mandatory between the diagonal and forward roll-cage support or main hoop.

A swing-out side bar is permitted on OEM full-bodied vehicles, 7.50 E.T. and slower. The following requirements (a through d) apply:

- a) 15/8 inch OD by 0.083 inch CM or 0.118 inch MS minimum. Bolts/pins must be 3/8 inch diameter steel, minimum, and in double shear at both ends.
- b) Male or female clevis(es) are permitted. Male clevises must use two minimum 1/8 inch thick brackets (CM or MS) welded to each roll cage upright; female clevises must use minimum 1/4 inch thick bracket (CM or MS) welded to each roll cage upright. Pins must be within eight-inches of the vertical portion of both the forward and main hoops. A half-cup backing device must be welded to the vertical portion of the main hoop (inward side) or the upper end of the swingout bar (outward side), minimum 0.118 inch wall (CM or MS) extending at least 1-5/8 inches past the center of the pins. A clevis assembly using a minimum 0.350 inch thick male component and two minimum 0.175 inch thick female components may use a 1/2 inch diameter Grade 5 bolt and does not require a half-cup backing device.
- c) Sliding sleeves of 1-3/8 inch by 0.083 CM or 0.118 MS, with minimum two-inch engagement, are permitted in lieu of the upper pin/cup.
- d) All bolt/pin holes in the swing-out bar must have at least one hole diameter of material around the outside of the hole.

On all vehicles requiring a roll cage, if the OEM firewall has been modified (in excess of one square foot for transmission removal, not including bolted-in components), a lower windshield or dash bar of 1-1/4 inch by 0.058 inch 4130

chrome moly or 1-1/4 inch by 0.118-inch mild steel is mandatory for connecting the forward cage supports.

Tailgates: Tailgates must be up or off. Lowered tailgates are prohibited in all classes.

Taillights: All vehicles must have a minimum of one working taillight for night operations. Strobe, flashing, high-intensity, laser, infrared, photo sensitive, or other light-emitting/receiving devices are prohibited.

Transmission: All vehicles in competition must be equipped with a reverse gear. On all vehicles utilizing a clutch, the clutch must be actuated with a foot pedal. All pedals must be covered with non-skid material. Hand controls for the physically challenged are permitted. Clutches in vehicles with the engine running 4500 RPM or more must be labeled as meeting SFI Spec 1.1, 1.2, or 1.4. Any non-OEM floor-mounted automatic-transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be made of metallic or high-pressure-type hose.

All vehicles with the engine running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield or blanket-type shield meeting SFI Spec 4.1 and be labeled accordingly. All non-blanket type shields must incorporate two (or one, per manufacturers instructions) 3/4 x 1/8 straps that bolt to the shield on each side; these straps must pass under the transmission pan unless the pan is labeled as meeting SFI Spec 4.1. An automatic transmission is permitted in all classes where an automatic transmission is used. All vehicles with the engine running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

Windows/Windshield: Windshields and/or windows on all vehicles must be of safety glass, Plexiglas, Lexan, or other shatterproof material, minimum 1/8 inch thick. Windshields and/or windows must be clear, without tinting or coloring, except factory-tinted safety glass. Competition number decals are permitted on any window, windshield, or backlight. Tape of any kind is prohibited on any windshield or window.

Exhaust must exit straight up.

Drag Racing

Section 2: CLASSES

E.T. Bracket Racing

Bracket Racing Guidelines

Bracket racing, as far as NADM is concerned, works like this: Practice runs called “time trials” are made to get a feel for how fast the vehicle will run. Based on the ET’s from the time trial runs, a weighted average is established. This average is then marked on your windows next to your competition number before eliminations.

In eliminations, you will be paired against another vehicle which may be faster or slower. The slower vehicle gets a head start determined by the difference in dial in time. The object of Bracket racing is to beat your competitor to the finish line without going quicker than your dial in time. If you break out (go quicker than your dial in time), you’re done, unless your opponent’s break out time is greater than yours. Other racing “fouls” may supersede this action, for example red lights or crossing the centerline automatically forfeit the win.

Bracket racing pits driver against driver, with little regard for how fast the vehicle is or how much money’s been spent. Delay boxes, crossovers, trans-brakes, air-shifters and other electronic aids are prohibited.

All NADM technical and safety requirements apply, based on ET. As the driver, it is your responsibility to make sure the dial in time on your window is correct. If you stage with the wrong time on your window and you lose, the loss stands. Further, once you pre stage, you have committed to the dial in displayed on the track timing boards. If your dial in is wrong, alert the starting line official before you pre-stage (light the top bulb on the tree).

Bracket classes work off a full sportsman tree (1/2 second countdown). If the smoke from your exhaust is so thick that it blacks-out (interferes with the normal, proper operation of) the staging beams in either lane, you will be disqualified.

When staging check the timing boards. When you light the first bulb you have accepted the time that is on the board. If your time is not on the board or you cannot see it do not light the bulb.

OVERVIEW

Any type of configuration is legal in E.T. Bracket Racing. Racing slicks are permitted. The vehicle must use a compression ignition engine.

The vehicle’s height may not exceed 36 inches from the ground to the crankshaft centerline for vehicles with elapsed times of 12.00 and slower, 31 inches for vehicles with elapsed times of 10.00 to 11.99, or 24 inches for vehicles with elapsed times of 9.99 or quicker.

Quick Diesel Racing Guidelines (12.0 Index)

EXHAUST MUST EXIT STRAIGHT UP

The Quick Diesel class is structured to ensure that competitors are racing with true street-driven or street-drivable vehicles. Vehicles must appear stock outside and inside with very little equipment removed; headlights, taillights, horn and wipers must be retained in operating condition. NADM reserves the right to make adjustments or allocations as deemed appropriate in the interests of fairness and in the spirit of competition. It is the driver’s responsibility to know the rules in advance and comply. The NADM, however, reserves the right to re-examine rules and implement changes at any time. All vehicles in the Quick Diesel class must drive back to the pits under their own power.

OVERVIEW

Quick Diesel

12.00 Index, full countdown sportsman tree

Designations:

QD followed by the competition number. The designation must be applied legibly on both side windows and the front window in three inch tall letters.

REGULATIONS

Apparel:

Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. Apparel constructed of 100% natural fibers is recommended. Apparel constructed of 100% man-made fibers (polyester and nylon, for example) is prohibited. Shoes are mandatory. Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack. Points may be deducted for team members who are out of uniform.

Body: The stock car or truck body must be retained. Lightweight parts are limited to hood, fenders and ground effects only.

Delay Boxes: Delay boxes are prohibited.

Driveline: Drive shaft loops are mandatory. See General Regulations for details.

Engine: Any compression ignition diesel engine is permitted.

Engine Fueling: Engine fueling must be manually controlled by the driver's foot, or via the accessibility hand accelerator control. Electronic, pneumatic, hydraulic and other devices may in no way affect the initial throttle operation or throttle operation after launch.

Helmet: Drivers of all vehicles running 13.99 or quicker must wear a helmet meeting Snell SA2010, SAH2010, SA2015 standards, or SFI Specs 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015. The helmet must have the appropriate certification sticker affixed inside it.

Qualifying: Competitors may qualify as fast as their safety equipment allows. One qualifying pass must remain at or above the index.

Timing Devices: Timing devices are prohibited. The vehicle's acceleration, velocity and E.T. must be controlled solely by the driver via the accelerator pedal or accessibility hand accelerator control, shifting the transmission and applying the brakes.

Head-to-Head

Heads-up Racing Guidelines

The heads-up classes are designed for the quickest diesels in the country. This gives drivers an opportunity to race in a class where there are little limiting factors. NADM reserves the right to make adjustments or allocations as deemed appropriate in the interests of fairness and in the spirit of competition. It is the driver's responsibility to know the rules in advance and comply. The NADM, however, reserves the right to re-examine rules and implement changes at any time.

Head-to-Head Sportsman Classes

Unlimited Street

EXHAUST MUST EXIT STRAIGHT UP

This heads up class pits the best full-size diesels in the country against one another, wide open to the finish.

0.500 pro tree; auto-start will be enabled when available

¼ Mile, 11.99 Minimum E.T.

1/8 Mile 7.65 Minimum E.T.

Apparel: Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack. Points may be deducted for team members who are out of uniform. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. Apparel constructed of 100% natural fibers is recommended. Apparel constructed of 100% man-made fibers (polyester and nylon, for example) is prohibited.

Body: The body must be a ½ ton or larger OEM truck body. Mild customizing, body kits, and chopped roofs are permitted. The full-bodied appearance must be retained with a minimum of two functional doors.

The doors must open and close from inside and outside. Fiberglass and other lightweight components are limited to the hood, fenders, valance, bedsides and tailgate; they must duplicate the appearance of the original components. Complete factory-appearing headlight, parking light and taillight assemblies must be retained and fully functional. Aftermarket cosmetic lenses and housings are permitted. One headlight may be removed for air induction purposes. Side mirrors are optional.

Chassis: A full tube chassis is prohibited. The chassis must be built around existing OEM body and must retain the as-built OEM upper frame rails in front of firewall. The complete OEM floor pan and firewall are mandatory. The engine must be in the original location for the body used.

Clothing, Protective: Drivers must wear protective clothing as follows:

11.99 to 10.00 seconds: a jacket meeting SFI specification 3.2A/1.

9.99 to 7.50 seconds: jacket and pants, or suit, meeting SFI specification 3.2A/5, gloves meeting SFI specification 3.3/5, and shoes or boots meeting SFI specification 3.3.

Protective clothing that exceeds these specifications is permitted. The protective clothing must be labeled with the proper SFI specification.

Credentials: A current NADM competition endorsement is mandatory. Drivers piloting vehicles 9.99 and faster must hold current NHRA/IHRA license.

Data Recorder: Data recording devices are permitted.

Driveline: Drive shaft loops are mandatory. See General Regulations for details.

Driver Restraint System: A driver restraint system labeled as meeting SFI Spec 16.1 or 16.5 is mandatory; this system must be updated at two-year intervals from date of manufacture.

Engine: The engine must be a factory option diesel built for automotive use. Re-powers are permitted and must be in the factory location.

Engine Fueling: Engine fueling must be manually controlled by the driver's foot, or via hand controls for the physically challenged. Electronic, pneumatic, hydraulic and other devices may in no way affect the initial throttle operation or throttle operation after launch.

Fire Extinguisher: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fender Splash Pans: Front fender splash pans required. In-lieu of OEM pans, a fabricated splash guard may be constructed. On inline engines utilizing a fabricated splash guard, it must be constructed of .024 inch steel and of sufficient size so as to clearly block the compressor and exhaust housing of the turbocharger from the front tire or open portion of the fender-well.

Floor: The factory floor pan, front to rear, is mandatory.

Fuel: Racing diesel fuel is permitted. Alcohol and propane are prohibited.

Ground Clearance: A minimum of three inches of clearance is required from the front of vehicle to 12 inches behind the centerline of the front axle; a minimum of two inches clearance is required for the remainder of vehicle except for the oil pan and exhaust.

Helmet: Drivers of all vehicles must wear a helmet meeting Snell SA2010, SAH2010, SA2015 standards, or SFI Specs 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015. The helmet must have the appropriate certification sticker affixed inside it.

Interior: Factory or full-width fabricated dash panels are permitted. Door panels are required, but may be fabricated. After-market seats are permitted, but must be fully upholstered.

Liquid Overflow: All vehicles in competition with any type of water overflow capable of spilling water must have a catch can to accumulate the excess liquids and prevent leaking onto the track. Catch cans must have a minimum capacity of one pint. The catch can must be securely fastened (bolted or clamped) to the vehicle.

Master Cut-offs: Required. See General Regulations for guidelines.

Propylene Oxide: Propylene oxide is prohibited.

Nitrous Oxide: Commercially-available nitrous oxide controllers and programmers are permitted. All bottles must be securely mounted, stamped with a minimum DOT-1800-pound rating, and be identified as nitrous oxide. Nitrous oxide bottle(s) located in driver compartment must be equipped with a relief valve and must be vented outside of the compartment. The system must be commercially available and installed per manufacturers recommendations. See General Regulations.

Parachute: A functional parachute system is mandatory on any vehicle that exceeds 140 MPH.

Qualifying: Competitors may qualify as fast as their safety equipment allows. One qualifying pass must remain at or below the maximum E.T. and at or above the index.

Roll Bar: A roll bar is mandatory in all vehicles running 10.00 to 11.49. See E.T. Bracket class for details on construction.

Roll Cage: A roll cage is mandatory in all vehicles running 9.99 or quicker. A valid NHRA/IHRA chassis certification is mandatory. See General Regulations for details on construction.

Steering: Full automotive-type steering system is mandatory. An OEM steering gear or an after-market rack-and-pinion steering gear is permitted.

Suspension: Full automotive type suspension is mandatory, front and rear. At least one working shock absorber per wheel is required. Four-link systems are permitted.

Timing Devices: Timing devices are prohibited. The vehicle's acceleration, velocity and E.T. must be controlled solely by the driver via the accelerator pedal or accessibility hand accelerator control, shifting the transmission and applying the brakes.

Tires: Four-wheel drive vehicles are limited to DOT Street or DOT-rated racing slicks. Two-wheel drive vehicles may use racing slicks.

Tow Vehicle: Tow vehicles permitted. The race vehicle must leave the staging lanes and approach the track under its own power.

Transmission: The transmission must have been available as a factory option on one-ton or smaller pickup trucks. Transmission brakes are prohibited.

All vehicles in competition must be equipped with a reverse gear. On all vehicles utilizing a clutch, the clutch must be actuated with a foot pedal. All pedals must be covered with non-skid material.

Hand controls for the physically challenged are permitted. Clutches must be labeled as meeting SFI Spec 1.1, 1.2, or 1.4.

Any non-OEM floor-mounted automatic-transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be made of metallic or high-pressure-type hose.

All vehicles using an automatic transmission must be equipped with a transmission shield or blanket-type shield meeting SFI Spec 4.1 and be labeled accordingly. All non-blanket type shields must incorporate two (or one, per manufacturers instructions) 3/4 x 1/8 straps that bolt to the shield on each side; these straps must pass under the transmission pan unless the pan is labeled as meeting SFI Spec 4.1. An automatic transmission is permitted in all classes where an automatic transmission is used. All vehicles must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

Windshield/Windows: The complete OEM windshield and windows are mandatory. When a roll cage is installed, clear shatterproof acrylic or polycarbonate material that is at least 1/8 inch thick may be used for the rear window. The windows must be operative per factory specifications: they must open and close via OEM electrical or mechanical means.

Pro-Stock Diesel

EXHAUST MUST EXIT STRAIGHT UP

OVERVIEW

Full tube chassis, diesel powered vehicles.

Heads-up 0.500 pro tree

Minimum 8.99 E.T.

Diesel-powered tube-chassis door cars or trucks

Designations: PRO followed by the competition number. The designation must be permanently applied on both side windows and the front window in bold, contrasting four inch tall letters.

REGULATIONS

Apparel: Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack.

Body: The body and cowl must be metal, fiberglass, or carbon fiber and must extend forward to the firewall. The driver compartment, frame structure, roll bars, and body must be designed to prevent the drivers body and limbs from coming into contact with the wheels, tires, exhaust system, and the track surface. If the drivers body is in contact with the belly pan, a cross member and sub-floor are mandatory. The drivers legs must be retained inside the frame by sub-flooring or other retaining device that is independent of vehicles body.

Brakes: Four-wheel hydraulic brakes are mandatory. Hand brakes must be located inside the roll cage.

Chassis: A valid NHRA/IHRA chassis certification is mandatory. See General Regulations: Roll Cage.

Clothing, Protective: Drivers must wear jacket and pants, or suit, meeting SFI specification 3.2A/15, gloves meeting SFI specification 3.3/5, and shoes or boots meeting SFI specification 3.3. Protective clothing that exceeds these specifications is permitted. The protective clothing must be labeled with the proper SFI specification.

Clutch, Flywheel, Flywheel Shield: A flywheel and clutch meeting SFI Spec 1.1; 1.3; 1.4 and 1.5 are mandatory. A flywheel shield meeting SFI Spec 6.2 is mandatory. The clutch must be manually operated by drivers foot. Hand controls for the physically challenged are permitted.

Credentials: A current NADM competition endorsement is mandatory. NHRA/ IHRA Competition License, mandatory with vehicles 9.99 and faster.

Data Recorder: Data recorders are permitted.

Driveline: Drive shaft loops are mandatory. See General Regulations for details.

Driver Restraint System: A A driver restraint system labeled as meeting SFI Spec 16.1 or 16.5 is mandatory; this system must be updated at two-year intervals from date of manufacture.

Engine: All engines must be a OEM diesel or billet like OEM built for automotive use.

Exhaust: Exhaust must be directed upward and away from the fuel tank and driver.

Fire Extinguisher: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fuel: Racing diesel fuel is permitted. Alcohol and propane are prohibited.

Lower Engine Containment Device: In Pro Stock and Top Diesel classes (vehicles faster than 8.99), a properly fitting lower engine oil-retention, device must utilized. SFI Spec 7.1 or 7.2 Lower Engine Containment Device also permitted. The NADM Technical staff can accept or reject any device. Any device that fails to perform as required must be replaced or repaired to the satisfaction of the Technical staff prior to any further runs. The Lower Engine Containment Device should cover the sides of the block and pan up to within one inch of the head mating surface and extend to within 1 1/2 inches of the front and rear of the cylinder case area. SFI Spec 7.1 devices must be updated/recertified by the original manufacturer at one-year intervals.

A metal or carbon-fiber belly pan may be used in lieu of a device attached to the engine. The belly pan must extend from framerail to framerail and extend forward of the harmonic balancer and to the rear of the engine block and must incorporate a minimum 2-inch-high lip on all sides. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A nonflammable, oil absorbent liner mandatory inside of retention device.

Ground Clearance: A minimum of three inches of clearance is required from the front of vehicle to 12 inches behind the centerline of the front axle; a minimum of two inches clearance is required for the remainder of vehicle except for the oil pan and exhaust.

Helmet: Drivers of all vehicles must wear a helmet meeting Snell SA2010, SAH2010, SA2015 standards, or SFI Specs 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015. The helmet must have the appropriate certification sticker affixed inside it.

Liquid Overflow: All vehicles in competition with any type of water overflow capable of spilling water must have a catch can to accumulate the excess liquids and prevent leaking onto the track. Catch cans must have a minimum capacity of one pint. The catch can must be securely fastened (bolted or clamped) to the vehicle.

Master Cut-offs: Required. See General Regulations for guidelines.

Neck Collar: A neck collar meeting SFI Spec 3.3 is mandatory. Vehicles running 200 mph or more a head and neck restraint system meeting SFI Spec 38.1 is mandatory.

Nitrous Oxide: All bottles must be securely mounted, stamped with minimum DOT-1800-pound rating, and be identified as nitrous oxide. Nitrous oxide bottle(s) located in driver compartment must be equipped with a relief valve and must be vented outside of the compartment. The system must be commercially available and installed per manufacturers recommendations. See General Regulations.

Parachute: A functional parachute system is mandatory.

Propylene Oxide: Propylene oxide is prohibited.

Rear End: Aftermarket axle units are mandatory. Minimum 40 Spline axles mandatory. Full Floating or live axles permitted.

Roll Cage: The chassis must meet SFI Spec 25.4. The chassis must have a serialized sticker affixed to it before participation. Roll-cage padding meeting SFI Spec 45.1 is mandatory anywhere the drivers helmet may come in contact with roll cage.

Taillight: The vehicle must have one functional taillight for night operation. Flashing, blinking or strobe lights are prohibited.

Tow Vehicle: The tow vehicle must have the competition number visible on the front of the vehicle.

Transmission: All vehicles in competition must be equipped with a reverse gear. Air shifter bottles must be stamped with DOT-1800 pound rating (minimum) and be securely mounted. An electric transbrake release system is permitted.

Transmission, Automatic, Aftermarket Planetary:

Transmission shield meeting SFI Spec 4.1 mandatory. Transmissions that are converter assisted must have a flexplate meeting SFI Spec 29.1 and a flexplate shield meeting SFI Spec 30.1.

Wheelbase & Front Tread Width: The minimum permitted wheelbase is 100 inches; the maximum is 115 inches. For full-size trucks, the maximum is 140 inches; for smaller trucks (S-10/Colorado; Dakota, Ranger), the maximum is 125 inches.

TOP DIESEL

EXHAUST MUST EXIT STRIAIGHT UP

Heads-up 0.400 pro tree

Maximum 8.99 E.T.

OVERVIEW

Diesel-powered tube-chassis rear-engine dragsters, front-engine dragsters, or alteredds.

Designations: TD followed by the competition number. designation must be permanently applied on both sides of the vehicle in bold, contrasting four-inch tall letters.

REGULATIONS

Apparel: Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack.

Arm Restraints: Arm restraints are mandatory and must meet SFI Spec 3.3.

Body: The body and cowl must be metal, fiberglass, or carbon fiber and must extend forward to the firewall. The driver compartment, frame structure, roll bars, and body must be designed to prevent the drivers body and limbs from coming into contact with the wheels, tires, exhaust system, and the track surface. If the drivers body is in contact with the belly pan, a cross member and sub-floor are mandatory. The drivers legs must be retained inside the frame by sub-flooring or other retaining device that is independent of vehicles body.

Brakes: Two-wheel hydraulic brakes are mandatory. Hand brakes must be located inside the roll cage.

Chassis: A valid NHRA/IHRA chassis certification is mandatory. See General Regulation: Roll Cage.

Clothing, Protective: Drivers must wear jacket and pants, or suit, meeting SFI specification 3.2A/15, gloves meeting SFI specification 3.3/5, and shoes or boots meeting SFI specification 3.3. Protective clothing that exceeds these specifications is permitted. The protective clothing must be labeled with the proper SFI specification. The NADM patch must be located on the upper left shoulder in the front of the fire suit or jacket.

Clutch, Flywheel, Flywheel Shield: A flywheel and clutch meeting SFI Spec 1.1; 1.3; 1.4 and 1.5 are mandatory. A flywheel shield meeting SFI Spec 6.2 is mandatory. The clutch must be manually operated by drivers foot. Hand controls for the physically challenged are permitted.

Credentials: A current NADM competition endorsement is mandatory. NHRA/IHRA Competition License, mandatory with vehicles 9.99 and faster.

Data Recorder: Data recorders are permitted.

Deflector Plate: A deflector plate must be installed between the roll cage and the engine on all rear-engine vehicles. The minimum allowed material thicknesses are 0.125 inch for aluminum and 0.060 inch for steel.

Driveline: When a driveshaft is used, drive shaft loops are mandatory. See General Regulations for details.

Driver Restraint System: A driver restraint system labeled as meeting SFI Spec 16.1 or 16.5 is mandatory; this system must be updated at two-year intervals from date of manufacture.

Engine: All engines must be a OEM diesel or billet like OEM built for automotive use.

Exhaust: Exhaust must be directed upward and away from the fuel tank and driver.

Fire Extinguisher: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fuel: Racing diesel fuel is permitted. Alcohol and propane are prohibited.

Lower Engine Containment Device: In Pro Stock and Top Diesel classes (vehicles faster than 8.99), a properly fitting lower engine oil-retention, device must be utilized. SFI Spec 7.1 or 7.2 Lower Engine Containment Device also permitted. The NADM Technical staff can accept or reject any device. Any device that fails to perform as required must be replaced or repaired to the satisfaction of the Technical staff prior to any further runs. The Lower Engine Containment Device should cover the sides of the block and pan up to within one inch of the head mating surface and extend to within 1 1/2 inches of the front and rear of the cylinder case area. SFI Spec 7.1 devices must be updated/recertified by the original manufacturer at one-year intervals.

A metal or carbon-fiber belly pan may be used in lieu of a device attached to the engine. The belly pan must extend from framerail to framerail and extend forward of the harmonic balancer and to the rear of the engine block and must incorporate a minimum 2-inch-high lip on all sides. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A nonflammable, oil absorbent liner mandatory inside of retention device.

Ground Clearance: A minimum of three inches of clearance is required from the front of vehicle to 12 inches behind the centerline of the front axle; a minimum of two inches clearance is required for the remainder of vehicle except for the oil pan and exhaust.

Helmet: Drivers of all vehicles must wear a helmet meeting Snell SA2010, SAH2010, SA2015 standards, or SFI Specs 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015. The helmet must have the appropriate certification sticker affixed inside it.

Liquid Overflow: All vehicles in competition with any type of water overflow capable of spilling water must have a catch can to accumulate the excess liquids and prevent leaking onto the track. Catch cans must have a minimum capacity of one pint. The catch can must be securely fastened (bolted or clamped) to the vehicle.

Master Cut-offs: Required. See General Regulations for guidelines.

Neck Collar: A neck collar meeting SFI Spec 3.3 is mandatory. For vehicles running 200 mph or more, a head and neck restraint system meeting SFI Spec 38.1 is mandatory.

Nitrous Oxide: All bottles must be securely mounted, stamped with minimum DOT-1800-pound rating, and be identified as nitrous oxide. Nitrous oxide bottle(s) located in driver compartment must be equipped with a relief valve and must be vented outside of the compartment. The system must be commercially available and installed per manufacturers recommendations. See General Regulations

Parachute: A functional parachute system is mandatory.

Propylene Oxide: Propylene oxide is prohibited.

Rear End: Aftermarket axle units are mandatory. Minimum 40 Spline axles mandatory. Full Floating or live axles permitted.

Roll Cage: The chassis must meet SFI specifications for the specific make and elapsed time. The chassis must have a serialized sticker affixed to them before participation. Roll-cage padding meeting SFI Spec 45.1 is mandatory anywhere the drivers helmet may come in contact with roll cage.

Taillight: The vehicle must have one functional taillight for night operation. Flashing, blinking or strobe lights are prohibited.

Tow Vehicle: The tow vehicle must have the competition number visible on the front of the vehicle.

Transmission: All vehicles in competition must be equipped with a reverse gear. Air shifter bottles must be stamped with DOT-1800 pound rating (minimum) and be securely mounted. An electric transbrake release system is permitted.

Transmission, Automatic, Aftermarket Planetary: A transmission shield meeting SFI Spec 4.1 is mandatory. Transmissions that are converter assisted must have a flexplate meeting SFI Spec 29.1 and a flexplate shield meeting SFI Spec 30.1.

Wheelbase & Front Tread Width: The minimum permitted wheelbase is 100 inches, maximum 300 inches. The maximum allowed wheelbase variation from left to right is two inches. All vehicles must have at least 26 inches of front tread width.

Section 3: RACE PROCEDURES

COMPETITION NUMBERS

Contestants in all classes are required to display their permanent driver numbers at all NADM Drag Racing Classes. Numbers are issued to drivers only and are available from NADM.

DECALS

All vehicles participating in NADM Sportsman motorsports events must prominently display the required NADM decals, as indicated in the POINTS -GENERAL sections of the rulebook. Points may be withheld from any contestant who fails to display the required NADM logos in the required locations.

BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. If a contestants vehicle should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is not a disqualification.

Fire burnouts are strictly prohibited. No person is permitted to hold or touch vehicles during burnouts.

STAGING

Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race. To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs. Push starting or push-staging any vehicle is prohibited. Staging must be done under the vehicles own engine power. If the opponent has been sent on a single run, the vehicle losing fire may not restart, and the run is forfeited. The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicles position. The practice referred to as deep staging is permitted in all categories; however, the word DEEP must appear on the windshield and side windows of the vehicle.

When staging for any of the heads-up categories, both contestants must activate their pre-stage lights before either may advance into the stage beams. If both drivers of a race leave the line before the start system is activated, both are disqualified. A driver on a single run would advance; however, any E.T.s posted would be void for lane choice or other considerations. **THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION, GOING FROM PRE-STAGE**

TO STAGE POSITION.

A reasonable amount of time will be permitted for drivers to stage. The time limit will be determined at the sole and absolute discretion of the official starter. Failure to stage upon the starters instructions is possible grounds for disqualification. After properly staging and receiving the starters signal to go, re-staging is prohibited. Any driver leaving the starting line before the start system is activated, including a driver on a single run, will have his or her time disqualified for the run.

In the case of a driver blacking out the staging lights, the vehicle that emits the soot will be disqualified. All decisions by the race director are final.

SINGLE RUNS

In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination.

If two vehicles and/or drivers should fail to make the semi-final round of eliminations, resulting in two competition single runs, the remaining drivers must stage and take the tree in order to receive points for the semi-final round.

LANE CHOICE

Heads-Up classes lane choice will be determined by quickest elapsed time of the pair.

Indexed or dial-in classes, lane choice is determined by best reaction time of the pair.

The race director may determine whether to base the lane choice on best reaction time, closest to dial, or quickest elapsed time for a specific event. If this occurs, the lane choice procedure will be addressed at the drivers meeting.

DISQUALIFICATIONS

One of the rarities at a NADM event is the situation in which two vehicles are disqualified during the same eliminations race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the start system is activated. Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitors racing lane will be used for reference.

Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guard wall and/or light fixtures or crossing the center boundary lines, INCLUDING PAST THE FINISH LINE, the contestant will be disqualified. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.

DIESEL Motorsports retains the rights to prohibit competitors from events who are not deemed professional or has improper registration information and/or vehicle. Any competitor who has not acted as a professional during and/or after a competition can be reviewed by the DM board for disciplinary action. Such actions can include title removal, fines and banishment from competition.

Any competitor representing companies or individuals who owe DIESEL Motorsports past monies will not be awarded purses during the events.

ALTERNATES

Once time trials have concluded and a vehicle and driver are unable to make the first round of eliminations, an alternate will be inserted in his or her place. Under normal conditions, all first-round points and cash awards will remain with the original driver. Alternates will not be eligible for any round points, regardless of how far they advance past round one, and the cash award will be paid to the original vehicle/driver.

If an event is postponed due to weather or other conditions prior to the start of eliminations for that category, it is necessary that the original vehicle and driver be in attendance at the rescheduled date to be eligible for all points and awards based on eliminator competition. If an alternate driver is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.

SUBSTITUTES

Once a driver has qualified for the eliminations in a vehicle, that driver and that vehicle must remain paired for the duration of eliminations for that category. Substitute drivers and vehicles are prohibited. If either the driver or the vehicle is unable to participate in an elimination round, that round will be scored as a loss for the driver.

ELIMINATION LADDER

In order to qualify for eliminations in the Quick Diesel and Pro Street categories, racers must make at least one qualifying pass, in order to determine that the driver/vehicle meets the class requirements and to produce an E.T. used when determining the first round elimination pairings (the ladder). The ladder is generated by the track's computer system based on the class-legal qualifying runs made. NADM will use a "Pro Ladder" format unless announced otherwise.

NATIONAL RECORD PROCEDURES

The fastest racers will be archived in the official NADM National Records. Records will be established under controlled conditions. Advance notice will need to be given to the Director of Racing Operations if a driver wishes to challenge the record at a Sportsman race. An appointment is necessary so the director can arrange the runs with the track. All attempts will be made prior to a sanctioned race or National Record attempt event.

To help ensure the accuracy and validity, each run must be backed by a second run within one percent of the new mark at the same event. In the event that two runs exceed the existing record but are not within one percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time, which will stand as the new record.

All times must be 1/4 mile elapsed times and will be measured to the thousandth of a second. Speed records will be measured to the hundredth of a mile per hour.

Neither E.T. nor Index classes may set or back up records during any rounds of competition. Elapsed time records may be set separately from speed records or at the same time. A contestant may not set records with one vehicle and compete with another. Only the driver holding the record at the conclusion of the event will be credited with the record. A driver setting, then losing a record at the same event will not receive credit for establishing a record.

Each class will have records for both E.T. and Speed.

Section 4: POINTS AND RELATED PROGRAMS

NADM Sportsman Championships

The NADM Drag Racing Series has three categories of championship drag racing: Bracket ET, Index and Heads up. Championships can be earned in each of the categories as specified by the class.

The National Champion will receive a plaque and a cash prize.

REQUIRED CREDENTIALS

All drag racers must have a current NADM competition membership. Please refer to the membership area on the NADM web site or visit NADM registration at events for more information regarding memberships.

POINTS PROGRAMS

NADM DRAG RACING SERIES

The points breakdown for the NADM series is described in the table below. ET Bracket, Quick Diesel and Pro Street classes each have their own points chases.

Points awarded:

Attendance: 10 points

Per Round of Qualifying: 10

Per Round of Eliminations: 10

Winner: 100

Runner-up: 80

Semifinalist: 60

Fastest Elapsed Time*: 10

Closest to Dial-In/Index*: 10

Best R/T*: 10

*Must be recorded during elimination round.

Points deducted:

Oiling the track: 20

Watering the Track: 20

Failing Tech: 5

Disqualification: 10

Putting debris on the track: 20

POINTS - GENERAL

All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one class to another.

If an event is postponed for any reason prior to the start of eliminations for that class, it is necessary that any vehicle and driver still eligible for event competition be in attendance at the rescheduled date to be eligible for all points and cash

awards based on eliminator racing. If an alternate driver is inserted into a race under these circumstances, he or she will receive full points and awards. Points and awards are based on a round-loss basis. If an event is disrupted and

rescheduled due to weather or other conditions after eliminations of that class are in progress, contestants unable to return will be awarded points up to the round completed before postponement.

If any portion of an event is completely rescheduled for any reason, contestants unable to return will be granted an automatic withdrawal, earning no points. If a contestant does not wish to be withdrawn from the postponed event and desires to receive points earned until the point of cancellation, contestant must contact the NADM.

Points may be withheld from any contestant who fails to display the required NADM decal(s). The decal(s) must be displayed on both sides of the race vehicle at all times during any event. Decals must be in a prominent location, somewhere between the front spindle and rear axle and above the axle centerline or on the outside of the spill plates if the spill plate is of sufficient size. Decals may be cut to contour. If racer refuses to display sponsor's decals NADM officials can refuse payment for winners.

The event director has the option of allowing contestants whose vehicles have experienced irreparable damage to leave the event prior to eliminations, yet retain their points and monetary awards. Drivers must notify the event director to arrange for this allowance. Any contestant disqualified for mechanical non-compliance loses all points for that event. ANY unsportsmen type conduct will not be tolerated and that racer will be expelled from competition by official or tech.

PURSE PAYOUTS

If a cash purse has been put up for a race, only the winner, and runner-up will receive payouts. NADM reserves the right to pay only the winner and runner-up if there were seven or fewer racers in the category at the start of eliminations.