Updated: June 4, 2025 Centrifugal Supercharger Accepted Units
(2025 Preliminary) January 3, 2025 (removed combo's and updated combo's in red)
Updated: September 10, 2024 Updated Turbo's
Updated: July 29, 2024 Updated Turbo's, Screw, Centrifugal and Whipple
Updated: July 12, 2024 Updated Nitrous, Screw & Turbo Combos
Updated January 9, 2024 Updated Nitrous, Centrifugal, Turbo Combos (removed D Rotor and 110% C Rotor)
Updated: August 23, 2023 Updated Screw & Turbo Combos
Updated: February 7, 2023 Updated Helmet (removed SA2010)
Updated: December 16, 2022 Updated Centrifugal
Updated: December 6, 2022 Updated Roots Combo
Updated: November 23, 2022 Updated Engine Combos Updated:
August 24, 2022 Driver Firesuit Regulations

Mid-West Drag Racing Series 2025 PRO MODIFIED Rules / Regulations

MWDRS Technical Rules Consultant:
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Safety Rules:
ALL published NHRA Advanced ET safety rules will be in effect.

For all combinations:
Nostalgia Body's 1937-1938 Chevy, 1941 Willy's, 1949-1950 Mercury, 1953 Studebaker, 1953-1962 Corvette, 1955-1957 Chevy or Buick and 1968-1972 Chevelle **deduct 25lbs**

Nitrous Big Block:
999 cubic inch max limit
5.3" Bore Space & Up 2385lbs minimum
5.2" Bore Space max 2225lbs minimum 5.0" Bore
Space max 2125lbs minimum 910 and
less CID Deduct-50lbs
(Note can run lock-up no weight add - no other power adder)

Roots Big Block:
No overdrive limit - 5.0" bore space max
Hi-helix/ Roots 14-71 2475lbs minimum
Hi-helix/ Roots 18-71 2525lbs minimum
Deduct 75lbs for 4.84 bore space wedge combo and smaller Non-481X/Hemi supercharged combinations.
Add 25lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

Continued next page:

Roots Big Block continued: (Add 25lbs lock-Up Transmissions also if you have a lock-up in the car no matter what you have to run the weight - no other power adder) Manipulation of transmission or convertor pressure or volume, other than at the starting line, is prohibited on any non-lockup combination. Pressure manipulation control must be disarmed upon the release of the transbrake, or any other device used, when launching the vehicle for non-lockup combination.

Screw (C-rotor) Big Block Combo:

Big Block 4.9 bore space max

70% overdrive max 2425lbs minimum

75% overdrive max 2565lbs minimum

92% overdrive max 2625lbs minimum

Add 25lbs for 4.9 bore space

Deduct 75lbs for 4.84 bore space wedge and smaller Non-481X/Hemi supercharged combinations.

Add 25lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

(Add 25lbs lock-Up Transmissions also if you have a lock-up in the car no matter what you have to run the weight - no other power adder- Also If the over rule is *example applies to all C Combos* 70% then any combo 70.9 and below is acceptable) Manipulation of transmission or convertor pressure or volume, other than at the starting line, is prohibited on any non-lockup combination. Pressure manipulation control must be disarmed upon the release of the transbrake, or any other device used, when launching the vehicle for non-lockup combination.

Whipple Combos:

A980 75% 2400lbs minimum

A980 92% 2450lbs minimum

Deduct 75lbs for 4.84 bore space and smaller Non-481X/Hemi supercharged combinations.

Add 25lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

(Add 25lbs lock-Up Transmissions also if you have a lock-up in the car no matter what you have to run the weight - no other power adder) Manipulation of transmission or convertor pressure or volume, other than at the starting line, is prohibited on any non-lockup combination. Pressure manipulation control must be disarmed upon the release of the transbrake, or any other device used, when launching the vehicle for non-lockup combination.

Centrifugal Supercharger:

4.9 bore space max

526-599 CID 140mm Max Centrifugal 2600lbs. minimum

Non- Hemi/481x-with 24" degree conventional head 2325lbs minimum

Add 25lbs. for 4.9 bore space

Deduct 50lbs for F3R-136 centrifugal supercharger. F4X-136 not eligible for deduction.

Add 25lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

(Add 25lbs lock-Up Transmissions also if you have a lock-up in the car you have to run the weight - no other power adder) Manipulation of transmission or convertor pressure or volume, other than at the starting line, is prohibited on any non-lockup combination. Pressure manipulation control must be disarmed upon the release of the transbrake, or any other device used, when launching the vehicle for non-lockup combination. Continued next page:

Centrifugal Supercharger continued:

The maximum specification for the compressor wheel tip to tip is limited to 140.99mm inducer diameter. Measurement will be taken at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the Supercharger must pass through a single inlet opening. Exducer backing plate and blade tip to tip dimensions may not exceed 188.99. Current accepted Centrifugal Blower are manufactured by ProCharger, Harts, and Vortech. See note below.

(No Centrifugal entry with any gear drive or blower that is not readily available for immediate sale & delivery at least 21 days before a race. No test or prototype of any kind allowed)

Twin Turbo Big Block:

4.8 bore space 88mm max 2575lbs

4.8 bore space ONLY (526 max cubic inch) (3 speed no lock up permitted) 94mm max turbo size 2600lbs

(Add 25lbs for 4.9 Bore space – permitted with 88mm turbo ONLY)

Add 25lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

(Add 50lbs lock-Up Transmissions also if you have a lock-up in the car no matter what you have to run the weight - no other power adder) Manipulation of transmission or convertor pressure or volume, other than at the starting line, is prohibited on any non-lockup combination. Pressure manipulation control must be disarmed upon the release of the transbrake, or any other device used, when launching the vehicle for non-lockup combination)

Recirculation slot (MAP Groove) may be a maximum of .3125 inches and leading edge of slot must be within .625 inches of the tip (front) of the compressor wheel blade. Contour of the compressor blade from inducer to exducer must have a continuous radius shape with no sharp angle changes. Exotic designed turbos prohibited.

(No test or prototype of any kind allowed)

Single Turbo Big Block:

118 mm max

Big Block - 2450lbs minimum

(Note can run lock-up no weight add - no other power adder)

CLASS OVERVIEW:

Mid-West Pro Mod is a 1/8th mile class designed for American production vehicles. Entries have the option to run either a 6cyl, small block or big block engine combination. All engine combinations are allowed to use gasoline or methanol fuel. The use of nitromethane is prohibited.

Note: This set of class rules is presented to all competitors under the assumption that any modifications not specifically written within these rules shall be deemed illegal, unless the competitor has the expressed written consent from the MWDRS Tech Director.

RACING FORMAT:

This class will be run on a 16 car qualified heads-up field, NHRA Pro Style Ladder on a .400 Pro Tree.

*Engine Power adder combination must be preapproved by MWDRS Tech Committee.

Hi-Helix/Roots Supercharger: Maximum Hi-Helix/roots Supercharger permitted is 14-71, except as noted. Any overdrive permitted for 14-71 superchargers. Maximum bore space is 5.0 inches.

Centrifugal Supercharger: Maximum permitted impeller inducer diameter 140mm. Maximum bore space is 4.9 inches.

Screw-Type Supercharger: Hemi engines are limited to 92% overdrive. All other engines have no overdrive limitations. Maximum bore space is 4.9 inches.

Twin Turbo: Maximum turbocharger size is 94mm with 4.8 hemi and 88 mm with 4.9 hemi. Maximum bore space is 4.9

REQUIRMENTS & SPECIFICATIONS

ENGINE:

Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine mandatory. The Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. 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. Import six cylinder combinations must be preapproved by MWDRS Tech Committee.

ENGINE SETBACK

Maximum of 10% of total vehicle wheel base as measured from the centerline of the forward front spindle to center of front spark plug hole.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

CYLINDER HEADS

Hemi, canted valve or wedge heads permitted. Billet heads are permitted. Maximum of one spark plug per cylinder allowed.

INTAKE MANIFOLD

Any intake manifold permitted and it is mandatory that all intake manifolds run a MWDRS accepted burst panel.

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. Any MWDRS accepted nitrous system allowed. Push systems are permitted. The use of water injection on nitrous assisted power adder combinations is permitted. Water is the only substance that may be used in water injection systems. The use of any agents other than nitrous oxide in the nitrous system is prohibited. Nitrous systems must only use gasoline for the fuel enrichment circuit. Nitrous systems must only be activated by a wide-open throttle switch. Maximum of two 15 pound nitrous bottles are allowed. All nitrous bottles must be stamped as meeting the minimum DOT 1800 pound rating. Commercially available, thermostatically controlled, blanket type warmer accepted. The use of a torch or any other external heating of bottle(s) prohibited.

CENTRIFUGAL SUPERCHARGER

Supercharger impeller wheel must be constructed of only aluminum. Any other material used in the construction of the supercharger impeller is prohibited. Maximum supercharger air inlet is 6 inches. The injection of any substance in the compressor housing/volute air inlet of the supercharger is prohibited. Supercharger Ballistic Blanket is mandatory.

HI-HELIX/ROOTS SUPERCHARGER

Hi-helix or standard helix Roots type supercharger is allowed. Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted, except as noted.

SCREW-TYPE SUPERCHARGER

All screw-type superchargers must have a SFI 34.1 certification. . Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.21, including injector restraint straps mandatory. Cast or billet cases permitted. Street type superchargers (Whipple, Kenne Bell, VMP, etc.)up to 4.5L permitted at Roots combo base weight.

TURBOCHARGER

Twin Turbochargers are allowed a maximum impeller inducer of 94mm/3.858 inches (see bore space restrictions in weight section). Single turbocharged entries are limited to 118mm inducer. Compressor wheel/impeller must only be constructed of cast or billet aluminum. Turbine wheels are only allowed to be constructed from Inconel material. Turbocharger is permitted a fresh air source from either the front bumper or grille area of the vehicle. All Turbochargers must meet SFI spec 61.1. Turbocharger size will be verified by one or both of the following methods:

1. 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 impeller wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted in this class.

By measuring the impeller inducer wheel where the leading edge of the inducer wheel meets the housing. The wheel/blade contour from the inducer to the exducer must be continuous without steps. Any modifications to compressor or turbine wheel, blades, hubs, cover, or housing, as originally manufactured, is PROHIBITED.

Turbocharger cross-bolts and Ballistic Blanket are mandatory.

INTERCOOLERS

Intercoolers are only allowed on centrifugal and turbocharged entries. Air-to-Air or Air-to-Water intercoolers are the only intercoolers allowed. Air, water and ice are the only allowed substances in the intercoolers or the intercooler reservoirs. The use of any other agents is prohibited.

OIL SYSTEM

Any oil system permitted. All pressurized flexible oil lines must pass a minimum 750 psi 30 second test.

OIL RETENTION DEVICE

All entries must be equipped with a properly fitting lower engine ballistic/restraint device or a belly pan. The pan may be constructed from composite or metal. It must have vertical walls of at least 2 inches in height. Pan must extend from frame rail to frame rail and must extend from front of the engine mounting plate to the rear of the engine block. Pan must be attached with a minimum of three attachment points per side.

EXHAUST SYSTEM

Any exhaust system permitted. All exhaust systems must be directed out of body and away from driver and fuel tank.

FUEL SYSTEM

Any electronic, mechanical or belt driven fuel pumps are allowed. Electronic fuel pumps must shut off with the master electric cut-off switch. Fuel cell must have a pressure cap and be vented to the outside of the body. Front mounted fuel cells must meet SFI Spec 28.1 and be mounted between the frame rails and enclosed in a round tube frame. A round tube frame must be constructed of a minimum of 1 ¼-inch O.D. tubing. Artificial cooling or heating of fuel (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems that are not part of the normal fuel pump system are prohibited.

INDUCTION

Any number and/or type of carburetors may be used. Any aftermarket electronic or mechanical fuel injection may be used. Fuel injector size and or type are unlimited. Auxiliary fuel injectors/nozzles/spray bars, etc. are not permitted forward of the throttle blades/body with injection of any substance. This includes modifications to inlet bells, compressor housings, inlet pipes or any injector/nozzle/spray bar, etc. before the leading edge of the compressor inlet. This rule will not be circumvented by remote mounted throttle bodies.

THROTTLE BODY

Permitted

INJECTOR SCOOP

Permitted

THROTTLE LINKAGE

Throttle control must be manually operated by driver's foot. Electronics, pneumatics, or hydraulics is permitted for starting line/staging rpm limiters only.

FUEL

The use of nitromethane is prohibited.

DRIVETRAIN:

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD & MOTOR PLATE

Flywheel and clutch must meet either 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. 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.

TRANSMISSION

Aftermarket planetary, clutch less, OEM or aftermarket automatic transmission permitted. All transmissions must be equipped with a SFI Spec 4.1 transmission shield. OEM or aftermarket automatic transmissions must use a SFI Spec 30.1

flex plate shield and a SFI Spec 29.1 flex plate. 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. Lock-up style torque convertors are permitted with weight adder (see weight add/deduct list). Automated, electric, or pneumatic shifting devices permitted on all transmission types.

DRIVELINE

Driveshaft meeting SFI Spec 43.1 is mandatory. Each end of the driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. A full 360-degree driveshaft tube is mandatory over the yoke, and needs to extend from the transmission tail shaft a minimum length of 12 inches. Minimum thickness of tube housing is .050 inch chrome moly or titanium. Two-piece accepted with minimum 6 3/8 inch Grade 8 bolts. The use of “quick pins” in driveline tube or driveshaft loops is strictly prohibited.

REAREND

Any automotive type rear end permitted. Full floating or live axle type rear ends are mandatory on all supercharged and turbocharged entries. Fabricated flange rear ends with miss/self-aligning bearings are only permitted to be used with naturally aspirated and nitrous assisted combinations. Aftermarket axles with a minimum of 5/8 inch diameter studs and axle retention device are mandatory. Titanium wheels studs are prohibited.

BRAKES, STEERING & SUSPENSION: BRAKES

Automated brakes are prohibited. The application and release of the brakes must be a function of the driver. Four wheel hydraulic disc brakes are mandatory. Steel brake lines are mandatory. Brake lines must be out of flywheel and driveline areas. Dual master cylinder is mandatory and must be mounted above the lower frame rails.

STEERING

Any automotive type steering system permitted. Commercially available quick disconnect steering wheel meeting SFI Spec 42.1 is mandatory. Minimum steering wheel diameter is 11 inches.

SUSPENSION

Full automobile production systems mandatory. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited. Lockup shocks prohibited. Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on “real time” data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited. Electrically or pneumatically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. Digressive spring devices and digressive springs permitted.

Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Any connection to the control box to change settings prohibited once car reaches the ready line. All wiring must be visible and easily traceable for the technical inspectors.

WHEELIE BARS

Wheelie bars are required with nonmetallic wheels.

FRAME:

CHASSIS

Chassis must have a SFI 25.1E or 25.2 certification and have either a NHRA or IHRA serialized sticker attached to the roll cage before competition. A valid NHRA serialized sticker is mandatory at an NHRA Member Track. ***HELMET SHROUD (OPTIONAL)***

If a Funny Car style helmet shroud is used, all bolts retaining panels to the roll cage need to be a 1/2- inch hex-style head that is easily accessible with the door open. Any portions of the paneling that are not accessible with the door open must be of tongue and groove or similar style retention in order to allow removal once accessible front hex head bolts are removed.

PARACHUTE

Dual parachutes mandatory. Parachute packs and unpacked shroud lines must be protected with fire-resistant material from the mounting point to the pack. Separate shroud-line mounting points required with 1/2-inch sleeved Grade 8 bolts.

ROLL-CAGE PADDING

Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere the driver's helmet may come in contact with roll-cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering.

BALLAST

Permitted. Any ballast mounted on, or in front of, forward crossmember is limited to 40 pounds maximum, including bracket. Maximum length of bracket 12 inches, measured from the front of the crossmember. Maximum distance from front motor plate to front of bracket is 36 inches. Bracket may be constructed of either minimum 1 1/4-inch x .058-inch wall round chromoly tubing with minimum four (4) 3/8-inch-diameter SAE Grade 8 bolts for attachment, or of minimum 1/4-inch 6061 T6 aluminum plate with minimum four (4) 1/2-inch SAE Grade 8 bolts for attachment. All other weight bars, pucks, etc. must use minimum 1/2-inch-diameter SAE Grade 8 bolts for attachment.

WHEELBASE

Minimum wheelbase is 100 inches and maximum is 115 inches. Combinations with original OEM wheelbase exceeding 115 inches permitted but may not exceed OEM wheelbase. Full-sized trucks are allowed a maximum of 140 inches. Mid- sized trucks (i.e., S-10, Ranger, and Dakota) are allowed a maximum of 125 inches. Maximum wheelbase variation from left to right is 2 inches.

GROUND CLEARANCE

A minimum of 3 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum of 2 inches for the rest of the vehicle is mandatory (except for oil pan and exhaust headers).

TIRES AND WHEELS:

TIRES

Tires may not extend outside the body line. All tires must have the manufacturer, model and size information clearly designated on the tire. **WHEELS**

SFI Spec 15.1 or 15.3 rear wheels with double bead locks or liners mandatory. Lightening or any other modification to rear wheels is prohibited. Wheels discs or covers are prohibited.

INTERIOR:

SEAT

Driver's seat must be minimum 24 inches high. MWDRS recommends the seat be foamed with energy-absorbing material and formed to the driver's body and covered with a minimum one-layer, flame-retardant material. It is recommended that the seat frame be installed as a permanent part of the chassis.

DRIVER COMPARTMENT

Driver compartment interior must be aluminum, steel or carbon fiber. The use of magnesium is prohibited. Sheet metal may not extend into rear window or be higher than the wheel tubs. The trunk must be completely separate from driver's compartment using a rear firewall /bulkhead.

WINDOW NET

Window net meeting SFI Spec 27.1 mandatory.

BODY:

Only American production body styles permitted. One piece funny car bodies are prohibited. Lightweight aftermarket replica body components are permitted as long as they have the same appearance as the body being used. Both doors must be functional from inside and outside of the vehicle. Front overhang is limited to 45 inches measuring from the front spindle. If the body selected has an overhang of less than 45 inches, a MWDRS accepted extension may be used to reach the maximum length. All entries must have a metal deflector or firewall extension between the fenders and the leading edge of the doors so that fire, liquids, etc. cannot come into the driver's compartment.

FIREWALL

A minimum of .024 inch steel or titanium firewall is mandatory. The use of aluminum, magnesium or carbon fiber in the construction of a firewall is prohibited.

WINDSHIELD & WINDOWS

Full windows are mandatory. Windows must be closed and not operative. Cutting or notching of windshield permitted if covered by the hood or hood scoop. Minimum of a 4 inch diameter opening on side windows is mandatory. Windows can be made from 1/8th inch polycarbonate material.

FLOOR

Driver's side floor pan must be steel and welded into place. The remainder of the floor section can be .024 inch steel, .032 inch aluminum or carbon fiber. The use of magnesium is prohibited.

WHEEL WELLS/TUBS

Rear wheel wells/tubs must be separate from each tire.

HOOD SCOOP & INJECTOR SCOOP

Hood scoops permitted but not required.

WING/SPOILERS

Any style of rear wing/spoiler is permitted. Any adjustments to the wing/spoiler during a run are prohibited.

TAILLIGHT

One functional taillight is mandatory. Taillight must be utilized any time the track lights are on.

ELECTRICAL:

IGNITION

Maximum of one magneto and or distributor is allowed. Maximum of only one spark plug per cylinder is allowed. The use of multiple ignition coils (one per cylinder) instead of using a magneto or distributor is allowed. Any electronic ignition system is allowed.

STARTER

On board or remote starters permitted.

MASTER CUTOFF SWITCH

An operational master cutoff switch is mandatory. Master cut off switch is required to be “PUSH OFF” and clearly labeled for safety / visibility.

SUPPORT GROUP:

PRESSURIZED BOTTLES

Maximum one pressurized container per vehicle (excluding nitrous and fresh-air system bottles).

FIRE EXTINGUISHER SYSTEM

Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver’s feet. Must be installed per manufacturer’s specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/ bellhousing area. If fire bottles are mounted in front of the firewall, they must be connected to the nozzle system with flexible steel braided line. All cars are recommended to have a pneumatic cylinder, pressurized by the fire system that will activate the master kill switch and shut off the engine when fire system is activated.

CREW MEMBERS

Each crew member must have the proper starting line credentials.

DRIVER:

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times.

DRIVER RESTRAINT SYSTEM

A minimum six-point driver restraint system meeting SFI Spec 16.1 or seven-point driver restraint system meeting SFI Spec 16.5 mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

PROTECTIVE EQUIPMENT

Driver’s suit meeting SFI Spec 3.2A/20, SFI Spec 3.3/20 gloves, and SFI Spec 3.3/20 boots mandatory for entries. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars. Beginning January 1, 2023, glove under-liners made of flame retardant material and socks meeting SFI 3.3 mandatory. Additionally, beginning January 1, 2023, a one-piece driver’s suit will be mandatory in addition to above requirements. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex, etc.) are prohibited. All metallic jewelry prohibited. See general regulations 10:10.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI Spec 38.1 is mandatory.

HELMET

For all cars, a full-face Snell, SA2015 or SA2020 helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System.

CREDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level is mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at a NHRA Member Track. A valid NHRA, WDRA, PDRA or an IHRA competition license is mandatory at a WDRA/IHRA Member Track.

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