RULES
B/FUEL
2013

Front Cover Photo (dragster): Dana Winters

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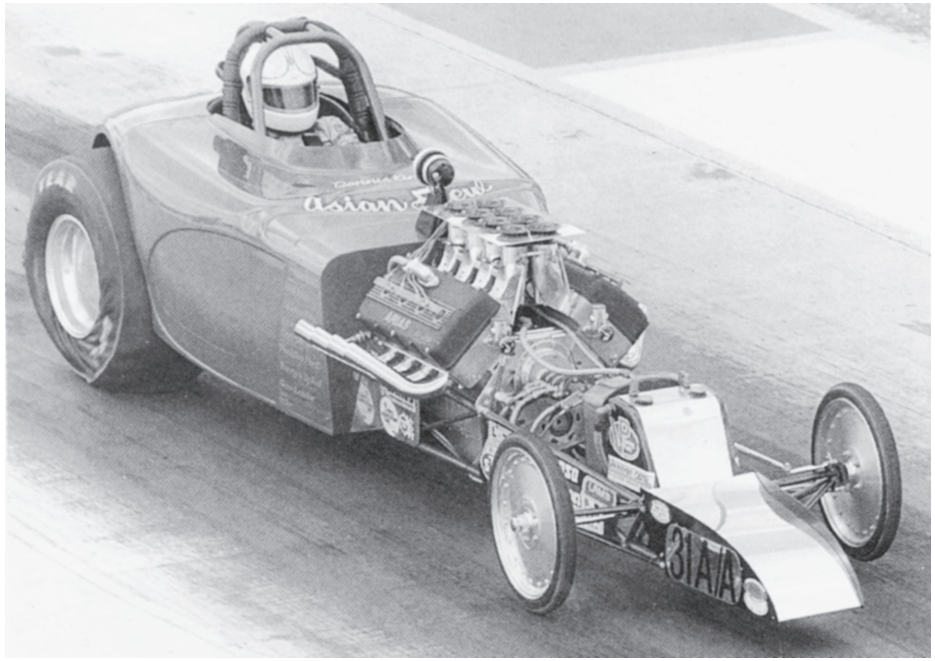
B/FUEL

The purpose of this class is to provide races for upper six-second elapsed time and over 200 MPH front engine dragsters, rear engine dragsters, altereds and funny cars. They will be injected on nitro racing in a heads-up format. Blowers, electronics and high RPM have been targeted in the rules in an attempt to keep costs from escalating to stay competitive.

This rule book contains guidelines specific to the B/Fuel association. In addition, all NHRA rules applicable to your vehicle must be adhered to when competing. Please consult the 2013 NHRA rule book.



BREAK RULE PROCEDURES

Break re-insertion goes to the low E.T loser of the previous round providing a non-disqualifying run. A red-light is not a disqualifying run. If more than one slot exists, it goes to the second low E.T. loser etc. lane choice goes to the winning vehicle only. In the event that two losing vehicles are inserted into the next ladder positions, lane choice goes to the quicker of the two, providing both vehicles possess disqualification-free losses. A disqualification loss prevents the E.T. from being used for lane choice. All points and money are awarded to the original winning driver: alternate accumulates points after reinsertion round. A competitor may only be re-inserted one time per event, unless no other competitors are available.

MAGNETO CHECK

Magnetos are subject to periodic inspection to verify that no alteration to the stock configuration other than the installation of rare earth magnets has been made.

PARING FOR ELIMINATIONS WILL BE THE SPORTSMAN LADDER
1 vs 5 2 vs 6 3 vs 7 4 vs 8

THE B/FUEL RULES COMMITTEE FOR THE YEAR 2013 WILL BE COMPRISED OF:

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B/Fuel Eliminator

DESIGNATION
B/Fuel

CLASS

Reserved for naturally aspirated nitro methane--front engine dragsters, rear engine dragsters, center-steer altereds and funny cars. Cars shall weigh at least 3.8 lbs cubic inch, with a minimum weight at the conclusion of a run including driver of 1,400 lbs.

REQUIREMENTS & SPECIFICATIONS

ENGINE

Engine block and cylinder heads may be either cast iron or aluminum alloy. Engine displacement is limited to a maximum of 575 cubic inches. Cylinder heads limited to two valves per cylinder.

IGNITION

Limited to a single model OAC Vertex magneto with standard internal coil, points and condenser and original stock small Vertex cap (part #916550) The single external magneto wire allowed (other than spark plug wires) shall be that used for the ignition kill switch. The only modification allowed is the replacement of stock magnets with rare earth magnets. External coil or capacitors are prohibited. Two-step launch systems are prohibited. The class tech inspector has the authority to confiscate magneto(s) or uphold competitors protest request regarding magneto(s) at any time during or after the event for further inspection.

FUEL SYSTEM

The use of pneumatics or electronics to control the operation of the fuel system is not allowed. Fuel cooling, cylinder head mounted nozzles (down nozzles), and nitrous oxide are prohibited.

OIL SYSTEM

Dry sump oil systems and vacuum pumps are prohibited.

OIL RETENTION DEVICE

A properly fitting, SFI Spec 7.1, 7.2, or NHRA accepted Lower Engine Oil Retention Device is mandatory. A belly pan in lieu of a device attached to the engine may be used. Belly pan must extend from frame rail to frame rail, and extend forward of the harmonic balancer and rearward of the flywheel, and must incorporate 2-inch high lips on all sides.

EXHAUST SYSTEM

No collector-style headers allowed. Exhaust must be directed away from driver.

THROTTLE

Throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. A mechanical device for controlling engine rpm during burnouts may be attached to the injector or throttle linkage but may not be driver-controlled.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Clutch must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. The throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited.

REAR END GEAR

Must be 4.33 or lower numerically – (4.11 O.K.) (4.56 NO)

TRANSMISSION

Limited to two forward speeds with clutch or converter, and reverser. Transmission must be SFI approved. Lock-up converters and overdrive/under drive prohibited. Automated or timer controlled type shifting devices prohibited.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan.

PARACHUTE

Dual parachutes mandatory. Two separate shroud line mounting points mandatory.

WHEELBASE

Minimum of 115 inches.

TIRES

Tires must be specified for racing use by the manufacturer, and must have a minimum diameter of 31 inches (as measured).

BODY

Front overhang not to exceed 40 inches, measured from centerline of front spindle to forward most point of car.

WINGS/SPOILERS

Front Engine Dragsters/Altereds: Maximum canard wing restricted to 400 square inches per side. Canards may not extend more than 1 inch outside rear tire. Front wing must be below front tire and may not extend outside of front tires. Total front-wing surface may not exceed 400 square inches. Maximum wicker on canards and wings: 1/2-inch. Canards and front wings, only aero surfaces allowed, except for altereds, a wing restricted to 750 square inches is permitted. Adjustment of spoiler during run prohibited.

Rear Engine Dragsters: Mandatory, rear wing configuration limited to one only with a maximum of one element (multi element wing prohibited). Maximum area of rear wing restricted to 620 square inches. The wing must be mounted such that its leading edge is no further rearward that the center of the rear axle. Maximum height of the trailing edge of the wing as measured vertically from the ground shall be 50 inches. Spill plate lips of any kind are prohibited. Maximum spill plate dimensions limited to 4 inches tall x22 inches long. Spill plate must attach to the wing at a right angle. A cable must be wrapped around the rear wing and be connected to the parachute release cables such that if the wing separates from the support, the parachute will automatically deploy. Front Wing: Same as front engine dragsters/altereds. Front and rear wing are the only aero surfaces allowed. Adjustment of wing during run is prohibited.

Funny Cars: Rear spoiler limited to roof height and body width (modern-type spoilers or spill plates prohibited). Spill plates may not extend forward of the bottom of the rear window or extend past the trailing edge of the rear deck lid. Spill plates cannot be above the roof line. Front spoiler limited to overall overhang measurement of 40 inches, measured from the centerline of the forward most front spindle. The front and rear spoilers are the only aerodynamic devices permitted; any other wings, spoilers, or canards prohibited.

COMPUTERS

Computers prohibited. No digital processors shall be used for the purposes of controlling any function on the car.

DATA RECORDERS

Data recorders permitted.

FIRE EXTINGUISHER SYSTEM

Fire extinguisher system meeting SFI Spec 17.1 mandatory. A minimum 20-pound system required with a minimum one nozzle aimed at the driver and one at the front of the engine.

QUALIFYING TIME TRIALS

If during a qualifying attempt the engine will not start, or loses fire, The car must be removed off the starting line and a second attempt will be allowed after all other class competitors have completed their runs. If the car is already at the end of the line, then more time will be allowed. If the engine loses fire after it had been switched over to nitro the cylinders must be cleared of nitro (spark plugs removed and engine spun over with starter.) before another to start the car is made. If during the second attempt the engine loses fire or does not fire, then the qualifying attempt is over.

LANE CHOICE

Lane choice in the first round will be determined by qualifying times.
All further rounds are determined by low E.T. of the preceding rounds.