FEDERATION INTERNATIONALE DE L'AUTOMOBILE WWW.FIA.COM

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Specific Regulations for FIA Drag Racing

These Technical Regulations provide guidelines and minimum standards for the construction and operation of vehicles used in FIA Drag Racing.
It is the responsibility of the participant to be familiar with the contents of these Technical Regulations and to comply with its requirements. It is not the responsibility of the officials to discover all potential rule compliance issues. The responsibility for compliance with these Technical Regulations rests first and foremost with the competitor. Additional safety equipment or safety-enhancing equipment is always permitted and the levels of safety equipment stated in these Technical Regulations are minimum prescribed levels for a particular type of competition and do not prohibit the individual competitor from using additional safety equipment.
Competitors are encouraged to investigate the availability of additional safety devices or equipment for their type of competition.
In disputed cases, whether an item, device or piece of equipment is safety-enhancing or performance-enhancing will be determined by the FIA Technical Delegate or the FIA Technical Department.
Furthermore, as to performance-enhancing equipment, it is the general principle that unless optional performance-enhancing equipment or performance-related modifications are specifically permitted by these Technical Regulations, they are prohibited.
Throughout these Technical Regulations, a number of references are made for particular products and equipment to meet certain standards and specifications (i.e. FIA-Standard, SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certainspecifications, and upon completion, the manufacturer labels the product as meeting that standard or specification.
Therefore, except as outlined under any requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition.

NOTICE: It is the responsibility of the competitor, not the FIA, ASN or any of their officials, to ensure that all safety equipment is approved and is correctly installed, worn, maintained, and used.
Unauthorized cars, parts, and/or equipment will not be considered approved by reason of having passed through technical inspection/scrutineering at any time, or any number of times. Moreover, having passed through technical inspection/scrutineering at any time, or any number of times, is not a defence to a violation found on further inspection.

SECTION 1 – JUNIOR DRAGSTER & JUNIOR FUNNY CAR

	DESIGNATION
	Junior Modified Advanced JM/A, preceded by car number. Age restrictions: Drivers age must be between 12 years *(reaching their 12th birthday during the calender year)* and 18 years old *(reaching their 18th birthday during the calender year)*. Dial in restricted to minimum 7.90 seconds based on E.T. dial your own or heads up basis; break out rules apply.
	CLASS WEIGHT BREAKS
	Minimum weight (without driver or drivers apparel/safety equipment) is 102kg.
	SPECIFIC CLASS REGULATIONS
	In qualifying a driver has to stage and receive a reaction time to count as a qualifying run. If a driver runs below the restricted dial in time the qualifying run will be disallowed. A driver running quicker than 0.2 seconds under the minimum dial in E.T. for their class, at any time during an event, will receive one warning. If the same racer runs quicker than 0.2 seconds under the minimum dial in E.T. for their class again at the same event, then he or she will be excluded from the event. A driver running quicker than 0.4 seconds under the minimum dial in E.T. for their class or exceeding 137km/h at any time during an event will be immediately excluded from that event. The above penalties will be imposed regardless of whether the infraction(s) occur during qualifying or eliminations. If a driver has no previous experience in Junior Drag Racing he or she must successfully demonstrate driving proficiency prior to competition.
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	All cars restricted to a maximum of one rear-mounted, five horsepower single-cylinder single-spark-plug flathead configured four-cycle engine from a recognised OEM. FIA accepted aftermarket block permitted which must retain the original five horsepower engine block configuration. Porting, polishing and relieving of block, boring of cylinder, machining of deck surface permitted. After market cylinder head is permitted. Adding material to deck surface, installing a spacer between the block and cylinder head, or any other modification designed to increase the effective deck height of the cylinder is prohibited. All accepted after-market engines must not exceed 271.50mm from base to deck. Any measurement that exceeds that limit is prohibited.
1.2.1	**CAMSHAFT**
	Any camshaft permitted; any size valve, but must retain stock valve guide location. Any valve spring permitted.
1.3	**EXHAUST SYSTEM**
	The exhaust outlet must be directed to the rear or downward, away from driver and engine. Regardless of design, no part of the exhaust may extend more than 680mm past the exhaust attachment point on the rear of the engine block. Noise restrictions apply. The use of a Silencer is recommended. A 110 db noise limit will be enforced.
1.5	**FUEL SYSTEM**
	Any naturally aspirated carburettor permitted. Fuel injection prohibited. Auxiliary vacuum fuel pump permitted; must be pulsed from manifold only. Pressurised fuel systems prohibited. Fuel tank must be located behind driver below the shoulder hoop of the roll cage and be securely mounted. The maximum capacity of the fuel tank or cell is 3.8 ltr. Fuel tank/cell must be equipped with a screw-on or positive locking cap. All vents must be routed downward and away from driver. Open hole(s) in fuel tank/cell prohibited.

1.6	**FUEL**
	The Fuel used is restricted to unleaded gasoline, methanol or gasohol. The use of Nitrous oxide and/or propylene oxide and/or nitromethane is prohibited.
1.9	**OIL SYSTEM**
	Any Oil additives, with the intent of producing power are prohibited.
1.10	**SUPERCHARGER / TURBOCHARGER**
	Prohibited.
1.12	**THROTTLE**
	All cars must be equipped with a positive throttle return spring, which shall close the throttle when released. Throttle control must be manually operated by the driver's foot. Electronics, Pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Throttle stops, other than mechanical (i.e., a positive stop under throttle pedal), are prohibited.
1.13	**VENT TUBES / BREATHERS**
	Where used, must be securely fastened (no tie wraps). Container/catch tank must be designed to prevent spillage onto racing surface (no open-top containers).
1.15	**AIR FILTER**
	Permitted, must be installed to manufacturer instructions.
	2 – DRIVETRAIN
2.1	**BELT / CHAIN GUARDS**
	All cars must be equipped with a guard to cover the width and at least the top run to the forward and trailing centre line of the sprockets of any belts or chains. Plastic belt guard permitted. Chain guards must be minimum 1.5mm steel or 3mm aluminium. Chain guard must be within 100mm of the chain at all points. Must be securely mounted (no tie wraps). Moving engine/drive train parts must be protected by frame rails or guards.
2.3	**CLUTCH**
	A maximum of one dry centrifugal-type engine clutch permitted. Chain or belt drive only**.** Axle clutches prohibited.
2.3.1	**CLUTCH GUARD**
	Clutch cover/guard that provides 180° coverage over the top of the entire clutch plate, cover, hat, arms, springs, etc. made of 2mm aluminium or 1.5mm steel mandatory. All other materials prohibited.
2.3.2	**CLUTCH SUPPORT**
	A clutch/crank support mandatory on any car running 9.99 seconds or quicker, accepted on all cars. If a clutch/crank support is used, the clutch-side crank support bracket and bottom plate must be made of 9mm thick aluminium at its thinnest point. If the support bracket and bottom plate are built using 13mm thick material, it will be permitted to have a pocket/ cavity with a minimum thickness of 6mm at its thinnest point. The support bracket must be mounted using (3) three 8mm bolts or (4) four 6mm bolts to the bottom plate. A clutch support arm may be used in lieu of clutch/crank support bracket. Support arm must be made of 16mm thick aluminium and connected to block by a 6mm diameter stud and held in place by a 10mm bolt. If Tecumseh block and clutch system is used, a clutch support is not mandatory.
2.5	**FLYWHEEL**
	After market billet flywheel or FIA accepted aftermarket flywheel shield mandatory, unless original stock carburettor is used, when either an aftermarket billet or stock steel flywheel is permitted. Cast aluminium flywheel prohibited. Keyway modifications permitted. Lightening or modifications to stock flywheel prohibited.
2.12	**TRANSMISSION**
	Gear-type Transmission prohibited. Torque converter belt assembly units permitted.
	3 – BRAKES AND SUSPENSION
3.1	**BRAKES**
	Two rear wheel hydraulic drum or disc brakes or FIA accepted mechanical brake system mandatory. Single brake system permitted on solid rear axle drive type only. Hydraulic brake lines must be steel or steel braided. High-pressure brake hose must be used with steel line for vibration connections. Front brakes permitted, but only in conjunction with rear brakes. Use of drive sprocket as a brake rotor is prohibited. Drilling of brake components is prohibited. Steel disc brake rotors are required and must be a minimum of 175mm in diameter with a minimum thickness of 6mm. Dual steel brake rotors must be a minimum of 150mm in diameter with a minimum thickness of 5mm. Aluminium brake rotor must be 280mm in diameter with a minimum thickness of 6mm. Line-lock systems prohibited. Hand brake permitted, but must be directly coupled to foot brake. Hand brake cannot be independent of, or in lieu of foot brake. Application and release of brakes must be a direct function of the driver, electronics, pneumatics, or any other device may in no way affect or assist the brake operation.
3.3	**STEERING**
	Set screw steering shaft couplers/attachments prohibited. All components must have positive "through" bolt connections; no roll or pressed pins, no ball-lock pins, set screws, etc. All rod ends must be installed with flat washers to prevent bearing pull-out. Flexible steering shaft prohibited. Minimum spindle diameter 13mm. Cars running 8.89 to 7.90 must have rack and pinion steering system.
3.4	**SUSPENSION**
	Suspension permitted; maximum upward suspension travel 51mm.
3.6	**WHEELIE BARS**
	Permitted. See General Regulations 3.6

4 – FRAME	
4.2	**BALLAST**
	Maximum amount of removal ballast 11kg. Maximum amount of total ballast (removable plus permanent ballast) is 45kg. If additional ballast is needed, it must be permanently attached to frame, bolted with minimum one 10mm diameter bolt per 2kg weight, or two 10mm bolts for weights of 4.5kg to 11kg. Hose clamps, wire, strapping, tape, tie wraps, etc. prohibited. Ballast must be in the form of metal plates, bars, straps, etc., attached as described above. A steel pipe filled with shot may be substituted; this must have screw-on, sealed cap(s). Ballast prohibited in cockpit. Disguised ballast prohibited. No part of ballast may be installed higher than top of rear tires.
4.3	**DEFLECTOR PLATE**
	A deflector plate made of minimum 1.5mm aluminium must be installed between roll cage and engine extending from lower frame rail to the top of driver`s helmet. Portion between shoulder hoop and top of helmet must be minimum 175mm wide, may be narrowed or rounder above the helmet. Two- piece plate permitted with no air gap between the two. Carbon fibre prohibited. See General Regulations 4.3.
4.4.1	**TOW-STRAP HOOP**
	Mandatory on all Funny Cars. See General Regulations 4.4.1.
4.5	**GROUND CLEARANCE**
	See General Regulation 4.5.
4.7	**MOUNTING HARDWARE**
	Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc. All self- locking fasteners must be metallic. See General Regulation 4.7.
4.8	**PARACHUTES**
	Optional. See General Regulations 4.8.
4.11	**ROLL-CAGE / CHASSIS**
	Construction must conform to standard dragster configuration as outlined in Drawing 44 with minimum 5-point roll cage mandatory. It is mandatory that the Roll Cage is Inspected for conformity and that a Numbered certification label is applied to the upper chassis tube by an ASN appointed chassis inspector. When the driver is in the driving position, the front hoop of the roll cage must be at least 51mm in front of helmet. Helmet bars made of 0.75”x0.058” chrome moly 4130, Docol R8 or 19x2mm mild steel tubing or 13x3mm mild steel flat strap are required between the secondary upper roll cage hoop and the upper roll cage rear braces on each side of the car. If the centre-to-centre distance between the upper roll cage rear braces exceeds 152mm, an additional helmet bar is required between the back braces. See Drawing 44 for roll cage design, structure and tube sizes. Roll Cage made of Chrome moly 4130 or Docol R8 mandatory on any car running quicker then 8.889 seconds. All cage structures must be designed in an attempt to protect the driver from any angle, 360°. All chrome moly 4130 or Docol R8 welding must be done by approved TIG Heliarc process; mild steel welding must be approved MIG wire feed or TIG Heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	**WHEELBASE**
	Minimum 2285mm, Maximum 3810mm, Maximum wheelbase variation from left to right, 51mm. See General Regulations 4.12.
5 – TIRES AND WHEELS	
5.1	**TIRES**
	Rear tyres minimum 18” (450mm) diameter by 7½” (190mm) wide, as noted by size designation on sidewall of tire or by physical measurement at widest or tallest point. All front tyres must have manufacturer`s ratings. All tyres must be pneumatic; no solid tyres. Tyres will be visually checked for condition, pressure, etc. and must be considered free of defects by the Scrutineer prior to any run.
5.2	**WHEELS**
	Front wheels minimum 5” (125mm) diameter. Minimum spindle diameter 12mm. Spindle nut must utilise a split pin or be of the Nyloc type. Wire spoke wheels must utilise minimum 2.5mm diameter steel spokes. Rear wheels minimum 8” (200mm) diameter. Modifications to any wheel prohibited. The use of “spinner” style wheels or any designs that incorporate movable pieces while the car is in motion are prohibited.
6 – INTERIOR	
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the Vehicle in maximum 9 seconds.
6.1.1	**FOOT BOX / BULKHEAD**
	All cars must be equipped with a bulkhead in front of the driver’s feet, minimum 0.6mm steel or 0.8mm aluminium. Bulkhead must be directly in front or directly behind foot box diagonal.
6.2	**SEAT**
	Properly braced, framed and supported seat constructed of aluminium or fibre glass mandatory.
6.2.1	**UPHOLSTERY**
	Optional. Seat should be foamed with energy-absorbing material and formed to the driver’s body where driver’s back, buttocks and upper thighs have no contact to the seat. Use of pillows etc. prohibited.
6.2.2	**INTERIOR SHEETING**
	Driver compartment interior must be aluminium, steel, fibreglass orcarbon fibre. Magnesium prohibited.

7 – BODY	
7.1	**AIRFOIL / WINGS**
	A positive locking device to prevent movement is mandatory. No part may come in contact with tire or wheel at any time. Spring-loaded spoilers, wing or canards prohibited. Adjustment of air foils, wings or spoilers during run prohibited. Ball lock pins prohibited. Wings must be bolted to frame structure. Wing supports may not be mounted closer than 305mm behind roll cage. Pit pin attachement prohibited.
7.1.2	**BODY-DRAGSTER**
	Body and cowl must be constructed of aluminium, fibreglass or carbon fibre and extend forward to foot- box bulkhead. Driver compartment, frame structure, roll cage and body must be designed to prevent driver`s body or limbs from making contact with wheels, tires, exhaust system or track surface. Body may not cover top of engine, wheels or tires. Front overhang not to exceed 380mm measured from centreline of front spindle to forward most point of car. Body must be of accepted dragster style/design. For Junior Funny Car Body see Chapter 7.1.2 Only OEM Style mirrors, mounted in the conventional fashion permitted. Cover or canopy over cockpit prohibited.
7.1.2	**BODY-FUNNY CAR**
	Funny Car bodies are acceptable provided the design has been approved by the FIA Technical Department prior to competition. Junior Dragster construction regulations will apply. Covering the underside of the body with an SFI Spec 54.1 flame retardant covering or coating is recommended. Maximum front overhang 635mm, Minimum height (roof line) 889mm, Maximum height (roof line) 1016mm, Minimum roof hatch opening 254x381mm.
7.1.3	**ESCAPE HATCH**
	Mandatory on all Funny Cars. See General Regulations 7.1.3
7.5	**FLOOR**
	Full floor, mounted on top of lower frame rail cross braces, extending from the driver seat forward to foot box bulkhead mandatory. Floor must be aluminium, steel, fibreglass or carbon fibre. Magnesium prohibited.
7.7	**WINDSCREEN / WINDOWS**
	All cars must be equipped with a wind screen or deflector. Driver must be able to see 90° in each direction from vehicle´s centerline. See General Regulations 7.7.
8 – ELECTRICAL	
8.1	**BATTERIES**
	Wet or Dry Cell battery permitted. Maximum permitted weight is 2.5kg. The battery must be securely mounted outside the driver compartment but inside the frame rails. See General Regulations 8.1.
8.3	**IGNITION SYSTEM**
	The use of Magneto- or battery ignition systems is permitted. Original magnetosystem and coil permitted. All igniton systems must be installed as per manufacturers instructions. Approved battery ignition systems: • MSD system kit 41500 and 41510 and • MSD 42231 may only use ”high-side chip”, ”low-side chip” must be zero (0). Approved coils for battery ignition systems: • MSD 42921, 8232 and • Master Blaster Model 2 or 3
8.3.1	**IGNITION CIRCUIT BREAKER**
	A positive circuit breaker, located within easy reach of driver, mandatory. Circuit breaker switch must be a “maintained contact” (no “momentary contact” permitted) and must be clearly labelled “ON” and “OFF”. A second circuit breaker switch, located on the deflector plate 75mm or less from the top of the roll cage, within easy reach of crew members or race official’s mandatory. Second circuit breaker switch may not come in to contact with driver. All connections must use eyelet and screw type connections. Push on type connectors prohibited. A cable tie, minimum 150mm long must be attached to the spark plug wire within 25mm of the spark plug connector.
8.4	**IGNITION SYSTEM KILL SWITCH**
	All magneto ignition systems must be equipped with an manual kill switch operational by the Driver.
8.5	**STARTER**
	Pull rope or remote starter mandatory. Any starting system activated or operated by the driver prohibited.
8.6	**TAIL LIGHTS**
	One functional tail light mandatory. See General Regulations 8.6.
8.7	**SWITCHES / BUTTONS**
	A total of two *(2)* switches/buttons permitted inside the driver compartment. One of these switches/buttons must be the ignition circuit breaker cut-off. A mechanical kill switch operated from the cockpit is permitted.
9 – SUPPORT GROUP	
9.1	**COMPUTER**
	Computers prohibited. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Display or transmission of any data gathered or processed, to the driver or any remote location, is prohibited. See General Regulations 9.1, 9.2 and 9.11.
9.2	**DATA RECORDER**
	Permitted. See General Regulations 9.2.

9.2.1	**GAUGES**
	Tachometer, engine-temperature, and cylinder-head-temperature gauges permitted. All other gauges or indicators prohibited. Playback-type gauge(s) permitted. Download capabilities (other than stand-alone tachometers) classify unit as a data recorder, and it must be located outside driver compartment (see Data Recorders, Chapter 9.2). Analog or digital display permitted. Gauges (display) may not be mounted on steering wheel. Speedometer and/or rpm/shift light of any description prohibited.
9.2.2	**ELECTRONIC CONTROLS**
	Prohibited. Electronic controls may in no way affect any functions (i.e. clutch, throttle, brakes, etc.). All controls must be a function of the driver.
9.2.3	**REVELUTION-LIMITER**
	Prohibited. The use of these devices as a down-track rpm (speed) controller is prohibited. See General Regulations 8.3.
9.2.4	**STAGING AIDS / DEVICES**
	Mechanical, hydraulic, electric, pneumatic and similar devices to aid staging the car prohibited. Push-staging any car is prohibited. Staging must be done under the vehicle's own power.
9.6	**LIFTING DEVICES**
	Any form of mechanical, hydraulic, or other leverage-type device for raising a car's driving wheels off the starting-line surface is prohibited.
9.12	**TOWING**
	Anytime a Jr. Dragster or Jr. Funny Car is being towed, the driver must be seated in the driver seat. No passengers. No full-size tow vehicles permitted. A fluorescent or brightly coloured flag, attached to Jr. Dragster or Jr. Funny Car anytime car is towed, mandatory. Minimum height above ground when attached is 1.5 mtr. A Jr. Dragster or Jr. Funny Car may not be pushed by any motorized vehicle. A Jr. Dragster or Jr. Funny Car may be towed with a front-end dolly as long as the front end is secured and the front wheels are elevated off the ground. A driver is not required in the cockpit when a dolly is used. A maximum of two Dragsters can be towed in a side-by-side configuration. One car may be towed on a front-end dolly and another in tandem with a strap. When using a tow strap, it cannot be attached to the roll cage, and the driver must be seated in the cockpit. Junior Funny Cars must be towable when body is "down". A total of two cars can be towed in tandem with a strap; no cars can be towed side by side using a tow strap. When a driver is required in the cockpit, he or she must be in the driving position, not sitting on the roll cage or standing up. A Jr. Dragster or Jr. Funny Car is not permitted to be under power outside of designated racing areas at any time. Driving of a Jr. Dragster or Jr. Funny Car in the pit area is strictly prohibited and will subject participant to disciplinary action in the sole and absolute discretion of the Stewards.
9.13	**TWO-WAY RADIOS**
	Prohibited. Any communication to and/or from the driver or any telemetry signals between driver/vehicle and/or any remote location prohibited. Use of two-way communication by driver and/or any crewmember to any remote location prohibited. Use of headset or handheld radios by crewmembers in the starting-line area is prohibited. The use of any portable or handheld electronic devices (e.g., iPods, MP3 players) prohibited in staging lanes or on the racetrack.
9.14	**WARM-UP**
	Car must be off ground and have a licensed junior dragster driver seated in the cockpit any time the engine is running, unless the Driveline is disconnected.
	10 – DRIVER
	ALSO REFER TO FIA INTERNATIONAL SPORTING I, APPENDIX L
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory. Must be worn and adjusted in such a manner that driver's hands and- or arms cannot be extended outside of 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 manufacturer for instructions.
10.4	**CREDENTIALS**
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum five *(5)*-point driver restraint system meeting FIA Standard 8853/98, 8853-2016 or SFI Spec 16.1, 16.2 installed according to manufacturer instructions mandatory. All restraints must be supplied with a maker label showing the Date of manufacture. All seat- belt and shoulder-harness installations must be mutually compatible and originally designed to be used with each other. Only units that release all five attachment points in one motion are permitted. All harness sections must be mounted to the frame, cross member or a reinforced mounting and installed to limit driver's body travel both upward and forward. Where belts are wrapped around the frame members, they must be secured from sliding along the axis of the tube/frame member either by a tab or additional tubing. Wrapping of belts around lower frame rail prohibited. Under no circumstances are bolts inserted through webbing permitted for mounting.
10.7	**HELMET**
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. Taping or other modification to the helmet or visor that reduces the driver's field of vision is prohibited in Junior Drag Racing. The use of a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 or SFI Spec 3.3 or an Eject Helmet Removal System (Part # SDR 890-01-30) is recommended. In addition, any balaclava meeting the FIA Standard 8856-2018, that is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed is recommended.

10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a head and neck restraint device/system is mandatory. The device/system must display a valid label. See General Regulations 10.8
10.10	**PROTECTIVE CLOTHING**
	See General Regulations 10.10.

SECTION 2 – ET-BRACKET

	ET HANDICAP RACING **STOCK-BODY VEHICLES, ALTERED-BODY VEHICLES, FUNNY-CARS AND DRAGSTER**
	GENERAL DESCRIPTION
	Each racetrack has the option of substituting its own selection of class titles. Since quarter-mile (402.336 m) elapsed times would not apply for eighth-mile (201.168 m) racing, a style of competition common to ET Handicap Racing, some pertinent quarter-mile elapsed times are converted to eighth-mile figures: 6.00=*3.66; 7.50=*4.50; 8.00=*5.00; 9.00=*5.70; 9.90=*6.30; 10.00=*6.40; 11.00=*7.00; 11.50=*7.36; 12.00=*7.50; 13.50=*8.26 and 14.00=*8.60. NOTE: Asterisk (*) indicates eighth-mile (201.168 m) equivalent. Data recorders are permitted in Super Pro and Advanced ET only. Data recorders of any kind (except for “playback” type tachometers) are prohibited in all other E.T. classes. Computers (except for OEM) are prohibited in all E.T. classes. The legality of certain devices (i.e., throttle stops, delay devices, etc.) may vary between countries or organizations. Racers are advised to contact the respective ASN or organizer for regulations within that country. Timed vehicle-control devices (counters, time displays, etc.) except as outlined under Class Requirements, are prohibited. Display or transmission of track location, time/distance data, etc., prohibited.

SECTION 2A – ET-BRACKET

	Street ET – Sportsman ET – Pro ET – Super Pro ET 7.50 (*4.50) Seconds or Slower
	DESIGNATION
	Each racetrack has the option of substituting its own selection of class titles and ET breaks. Any car running faster than 217km/h must meet the minimum requirements for 9.99 second cars including driver credentials and personal safety equipment. References in this section identify performance limits for various equipment and safety applications.
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Only one internal-combustion reciprocating automotive-type, one motorcycle or one snowmobile engine permitted. Motorcycle or snowmobile powered cars without reverse may not burnout across starting line. Harmonic balancer meeting SFI spec 18.1 mandatory in any car running 10.99 seconds or quicker. Crankshaft centerline must not exceed 610mm from ground in any class, except trucks. Maximum crankshaft centerline height for trucks running 12 seconds and slower is 914mm; Maximum crankshaft centerline height for trucks running 9.99 seconds and quicker is 787mm. See General Regulations 1.2.
1.3	**EXHAUST SYSTEM**
	Competition exhaust permitted. Exhaust must be directed out of car to rear, away from driver and fuel tank. See General Regulations 1.3.
1.5	**FUEL SYSTEM**
	Aftermarket fuel tank or fuel cell recommended. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least 0.6mm steel or 0.8mm aluminium to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within the confines of the body. Fuel distribution blocks may not be mounted on the engine fire wall. See General Regulations 1.5.
1.5.1	**INDUCTION**
	Any induction permitted. Electronic fuel injection may monitor only engine functions, does not monitor vehicle speed, wheel speed, etc. Open-loop systems permitted on production cars as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be accepted by an ASN Scrutineer. Aftermarket water-methanol injection systems permitted. Must be installed and used as per manufacturer’s instructions. Tank, pump, lines, etc. may not be mounted inside the driver compartment. When the injection system is located inside trunk, a complete bulkhead of at least 0.6mm steel or 0.8mm aluminium is required to isolate the driver compartment from trunk.
1.6	**FUEL**
	Unleaded gasoline, methanol, gasohol, ethanol and diesel permitted. Nitromethane prohibited. See General Regulations 1.6
1.6.1	**NITROUS OXIDE**
	Commercially available nitrous oxide permitted, including supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. Bottle(s) must be stamped with a CE or DOT-1800 pound (124 bar) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1.6.
1.7	**LIQUID OVERFLOW**
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.

1.8	**OIL-RETENTION DEVICE**
	All cars running 9.99 seconds or quicker must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from frame rail to frame rail and extend forward to the harmonic balancer and rearward of the flywheel and must incorporate a minimum 51mm high lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.10	**SUPERCHARGER**
	Standard, High helix Roots and screw-type supercharger permitted. Screw-type supercharger, if used, must meet SFI Spec 34.1 - manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) mandatory. Any OEM street-type Supercharger permitted, must be FIA-accepted. See General Regulations 1.10.
1.10.1	**TURBOCHARGER**
	Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles.
1.10.2	**CENTRIFUGAL SUPERCHARGER**
	One commercially available centrifugal supercharger only. Any kind of alteration of centrifugal supercharger prohibited. Manufacturer overdrive limits apply. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles.
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations. 1.11
1.14	**VALVE COVERS**
	See General Regulations 1.14.
2 – DRIVETRAIN	
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (2-disc maximum) mandatory on any car running 11.49 seconds or quicker or cars powered by rotary engines running 13.49 or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2, or 6.3 mandatory on all cars running 11.49 seconds or quicker. Cars with rotary engines running 11.49 seconds or quicker must be equipped with a flywheel shield made of 6mm minimum thickness steel plate completely surrounding the bell housing 360° extending 25mm forward and 25mm rearward of the rotating clutch assembly; shield may not be notched or cut in any way. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine cars equipped with nitrous-oxide injection and/or turbo/supercharger running 9.99 seconds or quicker, or exceeding 217km/h, must use a flywheel shield labelled as meeting SFI Spec 6.1 minimum. Cars for which an SFI Spec 6.1, 6.2, 6.3, flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes. See General Regulations 2.3, 2.5, 2.6 and 2.10.
2.4	**DRIVELINE**
	OEM production line all-wheel-drive cars permitted. Driveshaft loop required on all cars running 13.99 seconds or quicker and utilizing slicks. All full-bodied cars, where the OEM floor has been removed, each end of driveshaft must have round 360° driveshaft loops within 150mm of U-joints. Additionally, driveshaft must be covered by 360° tube, covering the front U-joint and extending rearward a minimum 305mm. Minimum thickness of tube is 1.2mm chrome moly, titanium or Docol R8. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 8mm SAE bolts, minimum 6mm push/pull pins or be welded to the chassis. See General Regulations 2.4.
2.11	**REAR END**
	Aftermarket axles and axle-retention device mandatory on any car running 10.99 seconds or quicker or any car with locked differential. Cars running 10.99 seconds or quicker that weigh more than 907kg and have independent rear suspension without upper and lower (both) control arms must replace swing axle rear end with conventional rear end housing assembly. (Example: 1963 through 1982 Corvette). Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or e.t. must have a 360°, minimum 25x6mm axle retention loop on each axle. See General Regulations 2.11.
2.13	**TRANSMISSION, AFTERMARKET PLANETARY**
	Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged car, or any car burning methanol or nitrous oxide, running 9.99 seconds or quicker and equipped with aftermarket planetary transmission. See General Regulations 2.12 and 2.13.
2.14	**TRANSMISSION, AUTOMATIC**
	Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 mandatory on any car running 10.99 seconds or quicker or any car exceeding 217km/h. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory on cars running 9.99 seconds or quicker or any car exceeding 217km/h. See General Regulations 2.12 and 2.14.
2.14.1	**BELLY PAN**
	Transmission Belly Pan recommended on all entries using a Torque Converter or an automatic transmission. Pan should extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.
3 – BRAKES AND SUSPENSION	
3.1	**BRAKES**
	Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 seconds or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 10.99 seconds with a total car weight of 454kg or less and a one-piece rear axle may use a single brake rotor with dual calipers. See General Regulations 3.1.
3.3	**STEERING**
	See General Regulations 3.3 and 4.1.

3.4	**SUSPENSION, ALTEREDS, DRAGSTERS**
	Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung wheel. Suspension optional on cars weighing 1066kg or less with a minimum 3050mm wheelbase. See General Regulations 3.2, 3.4 and 3.5.
3.5	**TRACTION BARS**
	Permitted. See General Regulations 3.5.
3.6	**WHEELIE BAR**
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	**BALLAST**
	Permitted. See General Regulations 4.2.
4.3	**DEFLECTOR PLATE**
	Mandatory on all rear-engine cars to protect driver and fuel tank. See General Regulations 4.3.
4.4	**FRAME**
	See General Regulations 4.4.
4.4.1	**TOW-STRAP HOOP**
	Mandatory on all Funny Cars. See General Regulations 4.4.1.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Mandatory on any car with a top speed in excess of 240km/h. Two Parachutes mandatory on any car with a top speed in excess of 320km/h. If Parachutes are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.10	**ROLL-BAR**
	Roll-bar mandatory in all cars***** (including T-tops) running 10.00 seconds to 11.99 seconds, and convertibles running 11.00 seconds to 13.99 seconds. Permitted in all cars. T-top hatches must be in place when car is on track. T-top hatches, sunroofs etc. made from glass prohibited on cars running 10.99 seconds and quicker, can be replaced with fibreglass, carbon fibre or metal. Roll-bar must be certified by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-bar before participation. See General Regulations 4.10 and 10.6. *****Stock bodied (i.e. completely standard closed full body) production cars manufactured after 01/01/2010, running no quicker than 10 seconds, having no modifications other than modified exhaust, air intake filter systems and/or re-mapped ECU may participate without a roll bar.
4.11	**ROLL-CAGE / CHASSIS, CARS RUNNING 8.50 – 9.99 SECONDS**
	Roll-cage mandatory in cars running 9.99 to 8.50 seconds and in convertibles running 10.99 seconds or quicker, or any car exceeding 217km/h. Exception: Full bodied cars, with unaltered firewall, floor and body (from firewall rearward, wheel tubs permitted), running between 10.00 and 10.99 seconds roll bar permitted. Chassis of cars running between 8.50 and 9.99 seconds must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. The chassis must conform to the specs for the body style used and have a serialised sticker affixed to frame before participation. See General Regulations 4.4, 4.11 and 10.6.
4.11	**ROLL-CAGE / CHASSIS, CARS RUNNING 7.50 - 8.49 SECONDS**
	Full Bodied Car: SFI Spec 25.4C, 25.5D or 25.6 Funny Car and Altered: SFI Spec 10.1E or 10.3 Rear Engine Dragster: SFI Spec 2.7C Front Engine Dragster: SFI Spec 2.6A Side Steer Roadster: SFI Spec 10.4 See www.sfi.com for further information on chassis specification. Each chassis must be certified by an SFI approved chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See General Regulations 4.4; 4.11 and 10.6.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory on any car utilizing a Roll-bar or Roll-cage. See General Regulations 4.11.1 and 10.6.
4.12	**WHEELBASE**
	Minimum 2286mm, unless car has original engine in original location. Max. wheelbase variation from left to right: 25mm (Dragster 51mm). Minimum front tread width: 660mm on any Dragster. See General Regulations 4.12.
5 – TIRES AND WHEELS	
5.1	**TIRES**
	Racing slicks permitted. Minimum diameter of 13” (330mm) on front tires of any dragster. See General Regulations 5.1.
5.2	**WHEELS**
	Must be automotive-type wheels. Minimum wheel size: 13” (330mm) (unless originally equipped with smaller wheels and car is equipped with original engine). Automotive-type wire wheels or motorcycle wheels permitted on front axle only on a Dragster weighing 817kg maximum. See General Regulations 5.2.

6 – INTERIOR	
6.1	DRIVER COMPARTMENT
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place: Dragster, Open bodied car and Funny car: - to escape out of the car in maximum 9 seconds. Full Bodied Car: - to escape out of the car in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.
6.2	DRIVER SEAT
	Mandatory. See General Regulations 6.2.
6.2.1	UPHOLSTERY
	See General Regulations 6.2.1.
6.2.2	INTERIOR SHEETING
	Driver compartment interior must be aluminium, steel, ASN-accepted carbon fibre, or fiberglass. Magnesium prohibited. See General Regulations 6.2.2.
6.3	WINDOW NET
	Mandatory when roll cage is required. Window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory. See General Regulations 6.3.
7 – BODY	
7.1	AIRFOIL, ALTEREDS, DRAGSTERS
	A positive-locking device mandatory on all air foils. Side-mount canard-type wings permitted. No part of wing may be within 152mm of a tire. Front overhang may not project more than 762mm forward of front spindle. See General Regulations 7.1.
7.1	AIRFOIL, BODIED VEHICLES
	Non-OEM air foils permitted, must be permanently attached to frame or roll cage, and non-adjustable during run. See General Regulations 7.1.
7.1.2	BODY, ALTERED-BODY VEHICLES
	May be chopped, channelled, sectioned, streamlined, etc. Sedan delivery, 1-ton max, trucks or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.
7.1.2	BODY, DRAGSTERS
	Body and cowl must be constructed of metal, fiberglass, or composite material and extend forward to firewall. Driver compartment must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface should an incident occur. Subflooring independent of car body is mandatory in Dragsters which allow driver's legs to rest on belly pan or chassis. On front-engine cars, intake scoop may not extend more than 279mm above height of carburetor top. Front wheel fairings prohibited.
7.1.2	BODY, STOCK-BODIED VEHICLES
	Must have full top and windshield. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance; altered fenders must have edges re-rolled or beaded.
7.1.3	ESCAPE HATCH
	Mandatory on all Funny Cars. See General Regulations 7.1.3
7.4	FIREWALL
	Mandatory. See General Regulations 6.1 and 7.4.
7.5	FLOOR
	Mandatory. See General Regulations 6.1 and 7.5.
7.6	HOOD
	Mandatory on full bodied car, optional on altered car. Carburetors must be covered by flash shield or scoop. Hood scoop permitted. Hood scoop may not extend more than 279mm above height of original hood surface. See General Regulations 7.6.
7.7	WINDSHIELD, WINDOWS, ALTEREDS, DRAGSTERS
	Optional. Windscreen mandatory. See General Regulations 7.7 and 7.8.
7.8	WINDSHIELD, WINDOWS, STOCK-BODIED VEHICLES
	Mandatory, must be in good condition and free from cracks. May be replaced with shatterproof material, 3mm minimum thickness. OEM windshield may not be cut for scoops, carb, etc. Windshield/window tint must meet the applicable government requirements. Windows must be closed during competition. Decals permitted on rear quarter and rear window only. Class identification and race number decals permitted on rear quarter windows, rear window and upper corner passenger side front windscreen. See General Regulations 7.8.

8 – ELECTRICAL	
8.1	BATTERIES
	Permitted. See General Regulations 8.1.
8.2	DELAY BOX/DEVICE
	Permitted in Super Pro E.T. only. Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003, must be FIA-accepted. One delay box/device is permitted; it may be attached to the trans brake, shift timer, and/or throttle timer only. The wire to the trans brake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel-injection system, etc.) and the delay box/ device. All wiring associated with the delay device, throttle-stop timer, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labelled, and traceable. The rpm-based automatic shifters that are incorporated into some delay boxes/devices may not be used for any purpose. The built-in tachometer that is incorporated into some delay boxes/ devices may not be used for any purpose. Except for the disabling of automatic shifter and built-in tachometer functions, delay devices and associated components (such as trans brakes, automatic shifters, throttle-stop timers, data recorders, tachometers, fuel-injection system, etc.) must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Delay boxes/devices, throttle controllers, automatic shifters, etc. that provide on/off indications (based on time and/or rpm) may be located within the driver's view. Only those throttle-stop, automatic shifter, etc. operations actually being used may be indicated. The use of any other visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data is prohibited. See General Regulations 8.2.
8.3	IGNITION
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. The wire to the trans brake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labelled, and traceable. See General Regulations 8.1, 8.3 and 8.5.
8.4	MASTER CUTOFF
	Mandatory on any car with a battery running 9.99 seconds or quicker, any car exceeding 217km/h or on any car where the battery is relocated from OEM position. See General Regulations 8.4.
8.6	TAIL LIGHTS
	Mandatory. See General Regulations 8.6.
8.7	IGNITION SWITCH
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
8.8.1	INSTRUMENTS
	One tachometer allowed. No wiring (other than the two step/ launch-control wire that splices into the trans brake or line-lock control wire) shall be connected directly or indirectly between any part of the ignition system and the delay box/device. Driveshaft sensor may be connected to either the tachometer or the data recorder, but not both. Must be one single wire, with no splices, and easily traceable.
9 – SUPPORT GROUP	
9.1	COMPUTER
	Prohibited (except for unaltered stock OEM units). See General Regulations 9.1.
9.2	DATA RECORDER
	Permitted. See General Regulations 9.2.
9.3	FIRE-EXTINGUISHER SYSTEM
	Permitted; must be securely mounted. Mandatory on cars 10.00 seconds and quicker running on methanol, minimum capacity 2.5kg. See General Regulations 9.3.
9.12	TOW VECHICLES
	Permitted in Super Pro ET only. See General Regulations 9.12.
9.14	WARM-UPS
	See General Regulations 9.5 and 9.14.

10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory in all open-bodied cars and Funny cars running 13.99 seconds or quicker. See General Regulations 6.3 and 10.3.
10.4	**CREDENTIALS**
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Quick release Seat belt with minimum three (3) attachement points mandatory in all cars. Driver restraint system meeting FIA Standard 8853/98, 8853-2016, SFI Spec 16.1 or 16.5 mandatory in any car running 11.99 or quicker, in convertibles running 13.99 or quicker, and Dune buggy type cars running 12.00 (*7.50) or slower. SFI 16.1 restraint system, when required, includes crotch strap. See General Regulations 10.5 and 10.11.
10.7	**HELMET**
	A helmet is mandatory in any car running 13.99 seconds or quicker. The use of a helmet in slower cars is recommended. See General Regulations 10.7. for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	**NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a neck collar meeting SFI Spec 3.3. is mandatory in all cars running 10.00 seconds and slower. A head and neck restraint device/system may be used in lieu of a neck collar. The use of a head and neck restraint device/system is mandatory in all cars running 9.99 seconds and quicker. See General Regulations 10.8
10.10	**PROTECTIVE CLOTHING**
	Mandatory. See General Regulations 10.10

SECTION 2B – ADVANCED ET

	Advanced ET 6.00 (*3.66) to 7.49 (*4.49) Seconds
DESIGNATION	
	For cars running between 6.00 (*3.66) and 7.49 (*4.49) seconds. Requirements and specifications for Advanced ET are the same as those for ET Handicap Racing – Section 2A – with the additional regulations/requirements listed below. Data Recorders are permitted in Advanced ET. Computers (except for OEM) are prohibited in all ET Bracket classes.
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
1 – ENGINE	
1.2	**ENGINE**
	Harmonic balancer meeting SFI Spec 18.1 mandatory.
1.3	**EXHAUST SYSTEM**
	Double-pipe or thermal-wrapped insulated headers mandatory on Screw Type supercharged methanol-burning bodied cars. Insulation must extend from cylinder head to start of bend in headers at bottom of body.
1.6	**FUEL**
	Nitromethane permitted only on following combinations. Maximum 90% Nitromethane permitted on non supercharged rear engine Dragster. See Section 8 for safety requirements. Maximum 90% Nitromethane permitted on max. 8/71 Standard Roots supercharged rear engine Dragster. See Section12 for safety requirements.
1.6.1	**NITROUS OXIDE**
	Nitrous oxide prohibited on supercharged or turbocharged engines except when diesel fuel used. See General Regulations 1.6.
1.8	**OIL-RETENTION DEVICE**
	All cars must utilize a lower engine oil-retention device. Oil-Retention device meeting SFI Spec 7.1 or 7.2 recommended. May use a belly pan 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 rearward to rear engine plate and must incorporate a minimum 51mm high lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
2 - DRIVETRAIN	
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, 1.4 mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all supercharged or turbocharged cars and all cars using nitrous oxide. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all cars using SFI Spec 1.2 clutch with more than 2 discs or SFI Spec 1.3 or 1.4 clutches with two disc's maximum. Flywheel shield meeting SFI Spec 6.2 mandatory on all cars using SFI 1.3 or 1.4 clutches with more than two discs. Cars for which an SFI Spec 6.2 or 6.3 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 6mm thick steel, surrounding the bellhousing 360°, extending 25mm forward and 25mm rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece. All rotary engine vehicles must be equipped with a flywheel shield meeting SFI Spec 6.2 or 6.3 minimum. Multi-disc clutch assembly for supercharged, nitrous-oxide injected, and/or turbocharged vehicles must meet SFI Spec 1.5. See General Regulations 2.3, 2.5, 2.6 and 2.10.
2.4	**DRIVELINE**
	All full-bodied vehicles, where the OEM floor has been removed, each end of driveshaft must have round 360° driveshaft loops within 152mm of U-joints. Additionally, driveshaft must be covered by 360° tube, covering the front U-joint and extending rearward a minimum 305mm. Minimum thickness of tube is 1.2mm chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 8mm bolts, minimum 6mm push/pull pins or welded to the chassis. See General Regulations 2.4.
2.11	**REAR END**
	Aftermarket axles and axle-retention devices mandatory. Welded spider gears prohibited. Wheel studs must be 16mm minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension prohibited.
2.13	**TRANSMISSION, AFTERMARKET PLANETARY**
	Transmission shield meeting SFI Spec 4.1 mandatory. See General Regulations 2.12 and 2.13.
2.14	**TRANSMISSION, AUTOMATIC**
	Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flexplate meeting SFI Spec 29.1 or 29.2 and flexplate shield meeting SFI Spec 30.1 mandatory. See General Regulations 2.12 and 2.14.
2.14.1	**BELLY PAN**
	Transmission Belly Pan mandatory on all entries using a Torque Converter or an automatic transmission. Pan must extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.

3 – BRAKES AND SUSPENSION	
3.1	**BRAKES**
	Four-wheel hydraulic brakes mandatory on any full-bodied car. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes mandatory on Dragsters and Funny Cars. See General Regulations 3.1.
3.3	**STEERING**
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3.
4 – CHASSIS	
4.8	**PARACHUTE**
	Two Parachutes mandatory. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	**ROLL-CAGE / CHASSIS**
	Full Bodied Car: SFI Spec 25.1H, 25.5D or 25.3C Funny Car and Altered: SFI Spec 10.1E or 10.2 Rear Engine Dragster: SFI Spec 2.5C Front Engine Dragster: SFI Spec 2.4C See www.sfi.com for further information on chassis specification. Chassis must be certified by an SFI approved chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See General Regulations 4.4; 4.11 and 10.6.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6. Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory. Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.
6 – INTERIOR	
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place: Dragster, Open bodied car and Funny car: - to escape out of the car in maximum 9 seconds. Full Bodied Car: - to escape out of the car in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.
7 – BODY	
7.1	**AIRFOIL, BODIED VEHICLES**
	Non-OEM airfoils or wings permitted on stock bodied vehicles; must be permanently attached to frame or roll cage, non-adjustable during run.
9 – SUPPORT GROUP	
9.2	**DATA RECORDER**
	Permitted. See General Regulations 9.2.
9.3	**FIRE-EXTINGUISHER SYSTEM**
	Minimum 2.5kg FIA-accepted system mandatory on all cars, except rear engine cars WITHOUT an enclosed cockpit. Minimum: 8,5kg system meeting SFI Spec 17.1, or FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory on all front-engine open-bodied cars with supercharger or turbocharger(s) and all supercharged methanol-burning (Full-bodied Cars or Funny Cars). Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	**TOW VECHICLES**
	Permitted. See General Regulations 9.12.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum six (6)-point driver restraint system meeting FIA Standard 8853/98 or 8853-2016, or SFI Spec 16.1, 16.5 mandatory. See General Regulations 10.5 and 10.11.
10.7	**HELMET**
	For all cars, a full-face helmet and visor is mandatory. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer's instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclavas meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System.

SECTION 3 – SUPER STREET

	DESIGNATION
	S/ST, preceded by car number. Designed as an entry level category with a 10.90 second index (6.90 for the eighth mile) and a 0.5 second Pro Tree. Reserved for full-body cars, with full fenders, hood, grille, top, windshield and functional doors. Coupes, Sedans, Sports cars, Street Roadsters, Vans, Pickups, Estates and Panel trucks permitted. Open wheel Altereds, Dragsters, Funny Cars, or motorcycles prohibited.
	CLASS WEIGHT BREAKS
	Minimum weight including driver: 8 cylinder cars: 1270kg / 6 cylinder cars: 907kg / 4 cylinder and rotary engine cars: 544kg
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Only one internal-combustion reciprocating automotive-type, one motorcycle or one snowmobile engine permitted. Motorcycle or snowmobile powered cars without reverse may not burnout across starting line. The use of Supercharger (Roots or Centrifugal), Turbocharger or Nitrous oxide is permitted but never as combination. Harmonic balancer meeting SFI Spec 18.1 mandatory.
1.3	**EXHAUST SYSTEM**
	Any type permitted. Maximum two (2) outlets, must be pointed away from the driver and fuel tank. Silencers may be required. See General Regulations 1.3.
1.5	**FUEL SYSTEM**
	Aftermarket fuel tank or cell recommended. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least 0.6mm steel or 0.8mm aluminium to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within the confines of the body. Fuel distribution blocks may not be mounted on the engine fire wall. See General Regulations 1.5.
1.5.1	**INDUCTION**
	Any induction permitted. Electronic fuel injection may monitor only engine functions. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be accepted by an ASN Scrutineer.
1.6	**FUEL**
	Unleaded gasoline, methanol, ethanol and diesel permitted. Nitrous Oxide permitted. Nitromethane prohibited. See General Regulations 1.6
1.6.1	**NITROUS OXIDE**
	Commercially available nitrous oxide permitted with normal aspirated engines. Prohibited with supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. Bottle(s) must be stamped with a CE or DOT-1800 pound (124 bar) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1.6.
1.7	**LIQUID OVERFLOW**
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
1.8	**OIL-RETENTION DEVICE**
	It is recommended for all cars to utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from frame rail to frame rail and extend forward to the harmonic balancer and rearward of the flywheel and must incorporate a minimum 51mm high lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.10	**SUPERCHARGER**
	Permitted, restricted to standard Roots-type Supercharger unless OEM Engine and OEM Supercharger are used. Supercharger must remain in manufacturer specification. See General Regulations 1.10 and 1.11.
1.10.1	**TURBOCHARGER**
	Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles.
1.10.2	**CENTRIFUGAL SUPERCHARGER**
	One commercially available centrifugal supercharger only. Any kind of alteration of centrifugal supercharger prohibited. Manufacturer overdrive limits apply. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles.
1.12	**THROTTLE**
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics or any other devices may in no way affect the throttle operation. Timed throttle stops, which are pre-set before the run permitted. See General Regulations 1.12, 8.2, 9.1 and 9.2.
1.14	**VALVE COVERS**
	See General Regulations 1.14

2 – DRIVETRAIN	
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 (2-discs maximum) mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all cars using SFI Spec 1.3 or 1.4 clutches. Flywheel shield meeting minimum SFI Spec 6.1 mandatory on all other cars. Cars with rotary engine must be equipped with a flywheel shield made of 6mm minimum thickness steel plate completely surrounding the bell housing 360° extending 25mm forward and rearward of the rotating clutch assembly; shield may not be notched or cut in any way. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine cars equipped with nitrous-oxide injection, turbo or supercharger must use a flywheel shield labelled as meeting SFI Spec 6.1 minimum. Cars for which an SFI Spec 6.1, 6.2, 6.3, flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes. See General Regulations 2.3, 2.5, 2.6 and 2.10.
2.4	**DRIVELINE**
	OEM production line all-wheel-drive cars permitted. All-wheel-drive and front-wheel-drive cars may be converted to rear wheel drive. Driveshaft loop mandatory. See General Regulations 2.4.
2.11	**REAR END**
	Aftermarket axles and axle-retention device mandatory on any car running 10.99 (*6.99) or quicker or any car with locked differential. Cars running 10.99 (*6.99) or quicker that weigh more than 907kg and have independent rear suspension without upper and lower (both) control arms must replace swing axle rear end with conventional rear end housing assembly. (Example: 1963 through 1982 Corvette). Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or e.t. must have 360°, minimum 25x6mm axle retention loop on each axle. See General Regulations 2.11.
2.12	**TRANSMISSION, AUTOMATIC**
	Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 recommended. Trans-brake permitted. See General Regulations 2.12 and 2.14.
3 – BRAKES AND SUSPENSION	
3.1	**BRAKES**
	Four-wheel hydraulic brakes mandatory. See General Regulations 3.1.
3.3	**STEERING**
	Conventional steering system only. See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Full automotive-type suspension mandatory. Minimum one operating hydraulic shock absorber per wheel. Lightening of stock components prohibited. Rigid mounted suspensions prohibited. See General Regulations 3.2, 3.4 and 3.5.
3.5	**TRACTION BARS**
	Permitted. See General Regulations 3.5.
3.6	**WHEELIE BAR**
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	**BALLAST**
	Permitted. See General Regulations 4.2.
4.4	**FRAME**
	See General Regulations 4.4.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Mandatory on any car with a top speed in excess of 240km/h. If a Parachute is used, all safety pins must be removed and the system must be armed before entering the designated burn out area. See general Regulations 4.8.
4.10	**ROLL-BAR**
	Roll-bar mandatory***.** Type depending on body style. See General Regulations 4.10, 4.11, 10,6 and 10.7. *****Stock bodied (i.e. completely standard closed full body) production cars manufactured after 01/01/2010, running no quicker than 10.00 seconds, having no modifications other than modified exhaust, air intake filter systems and/or re-mapped ECU may participate without a roll bar.
4.11	**ROLL-CAGE**
	Roll-cage mandatory on any car running 10.00 seconds or quicker or any car with a top speed in excess of 217km/h. Type depending on body style. Full-bodied cars, with unaltered firewall, floor and body (from firewall rearward, wheel tubs permitted), roll-bar permitted in place of roll-cage. Chassis must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. See General Regulations 4.10, 4.11, 10.6 and 10.7.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	**WHEELBASE**
	Minimum wheelbase 2286mm. Maximum wheelbase 3048mm unless otherwise produced by automobile manufacturer. Maximum wheelbase variation from left to right is 25mm. See General Regulations 4.12.

5 – TIRES AND WHEELS	
5.1	**TIRES**
	Racing slicks permitted. See General Regulations 5.1
5.2	**WHEELS**
	Must be automotive-type wheels. Minimum wheel size: 13" (330mm) unless car was originally equipped with smaller wheels and is equipped with original engine. See General Regulations 5.2.
6 – INTERIOR	
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the Vehicle in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.
6.2	**DRIVER SEAT**
	Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Optional. See General Regulations 6.2.1.
6.2.2	**INTERIOR SHEETING**
	Driver compartment interior must be aluminium, steel, ASN accepted carbon fibre or fibreglass. Magnesium prohibited. Sheet material may not extend into rear window any higher than wheel tubs. Trunk must be completely separated from driver compartment with a firewall. See General Regulations 6.2.2.
6.3	**WINDOW NET**
	Mandatory when roll cage is utilized. Window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code or meeting SFI Spec. 27.1 mandatory. See General Regulations 6.3.
7 – BODY	
7.1	**SPOILERS, WINGS**
	Rear spoiler permitted. Non-OEM wings except ASN approved prohibited on all body styles. Roof-mounted spoilers, other than original for body used, prohibited. Front air dams or spoilers permitted on Street Roadsters, may not project more than 762mm ahead of front spindle centreline. Any adjustment or movement during run prohibited. See General Regulations 7.1.
7.1.2	**BODY**
	Must be full-bodied car. Coupes, Sedans, Sports cars, Street Roadsters, Vans, Pickups, Estates and Panel trucks permitted. Fiberglas bodies permitted. Door hinges on any lift-off door must have safety pins or locks. Cars with top and windshield must have two driver exits. Convertibles and cars that came with removable tops may run without top. Tops may be chopped. Cars without tops do not require working doors. Bodies may be channelled or sectioned. Street Roadsters, Sports Cars and Convertibles may remove top and windshield, removed windshield must be replaced by wind screen. Bodies may be set back. Body rear wheel opening may not extend into door opening. Hood scoop may not extend more than 279mm above height of original hood surface. See General Regulations 1.4 and 7.7.
7.3	**FENDERS**
	Mandatory. Lightweight replacement fenders permitted. Front fenders may be lengthened to fit extended wheelbase. Rear fenders may be cut for tire clearance. Altered fenders must have edges re-rolled or beaded. On roadsters, it is permitted to raise the rear fenders by as much as the body has been lowered over the frame. Front inner fenders permitted. See General Regulations 7.3.
7.4	**FIREWALL**
	Mandatory. See General Regulations 6.1 and 7.4.
7.5	**FLOOR**
	Mandatory. See General Regulations 6.1 and 7.5.
7.6	**HOOD**
	Mandatory, Carburetors must be covered by flash shield or scoop. Hood scoop permitted. Hood scoop may not extend more than 279mm above height of original hood surface. See General Regulations 7.6.
7.7	**WINDSCREEN**
	Convertibles and roadsters may replace windshield with windscreen, windshield mandatory on all other cars. See General Regulations 7.7.
7.8	**WINDSHIELD, WINDOWS**
	Mandatory, must be in good condition and free from cracks. Cars with top and windshield must be equipped with all windows. All windshields and windows except for windscreen must be clear, factory tinted safety glass or clear Plexiglas or other shatterproof material, 3mm minimum thickness. Plexiglas in windscreen prohibited, must be made of polycarbonate (Lexan or equal). Original Safety glass permitted. Class identification and race number decals permitted on rear quarter windows, rear window and upper corner passenger side front windscreen. See General Regulations 7.8.
8 – ELECTRICAL	
8.1	**BATTERIES**
	Permitted. See General Regulations 8.1.
8.2	**DELAY BOX/DEVICE**
	Permitted, one box/ device only, attached to trans-brake, shift timer and/or throttle timer only. Any other attachment prohibited. Delay box may only display delay amount dialled in, analogue or digital display permitted. All direct wiring must be clearly identifiable. See General Regulations 8.2.

8.3	**IGNITION**
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. The wire to the trans brake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labelled, and traceable. See General Regulations 8.1, 8.3 and 8.5.
8.4	**MASTER CUTOFF**
	Mandatory. See General Regulations 8.4.
8.6	**TAILLIGHTS**
	Mandatory. See General Regulations 8.6.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
	9 – SUPPORT GROUP
9.1	**COMPUTER**
	Prohibited (except for unaltered stock OEM units). See General Regulations 9.1.
9.1.1	**AUTOMATED SHIFTERS**
	Permitted. See General Regulations 9.1.1
9.2	**DATA RECORDER**
	Permitted. See General Regulations 9.2.
9.3	**FIRE EXTINGUISHER SYSTEM**
	Recommended. Hand held fire extinguisher permitted. Must be securely mounted. See General Regulations 9.3.
9.12	**TOW VECHICLES**
	Prohibited.
9.14	**WARM-UPS**
	See General Regulations 9.5 and 9.14.
	10 – DRIVER
	ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory in all open-bodied cars. See General Regulations 6.3 and 10.3.
10.4	**CREDENTIALS**
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Driver restraint system meeting FIA Standard 8853/98; 8853-2016 or SFI Spec 16.1; 16.5 mandatory. See General Regulations 10.5 and 10.11.
10.7	**HELMET**
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	**NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a neck collar meeting SFI Spec 3.3. is mandatory. A head and neck restraint device/system may be used in lieu of a neck collar. See General Regulations 10.8
10.10	**PROTECTIVE CLOTHING**
	Mandatory. See General Regulations 10.10

SECTION 4 – SUPER GAS

	DESIGNATION
	S/G, preceded by car number. Designed as a category with a 9.90 second standard index (6.90 for the eighth mile). Reserved for full-body cars, with full fenders, hood, grille, top, windshield and functional doors. Bumpers optional. Grille may be replaced by flat panel. Coupes, Sedans, Sports cars, Street Roadsters, Vans, Pickups, Estates and Panel trucks permitted. Open wheel Altereds, Dragsters, Funny Cars and motorcycles prohibited.
	CLASS WEIGHT BREAKS
	Minimum weight including driver: 4 cylinder cars: 544kg / 6 cylinder cars: 748kg / All other cars: 953kg
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Any automotive engine permitted. Supercharger, turbocharger and nitrous oxide permitted, but never as combination. Cast harmonic balancer prohibited. Harmonic balancer meeting SFI spec 18.1, or steel billet harmonic balancer made in one-piece mandatory. See General Regulations 1.2.
1.3	**EXHAUST SYSTEM**
	Any type permitted. Maximum two (2) outlets, must be pointed away from the driver and fuel tank. Silencers may be required. See General Regulations 1.3.
1.5	**FUEL SYSTEM**
	Aftermarket fuel tank or cell recommended. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least 0.6mm steel or 0.8mm aluminium to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within the confines of the body. Fuel distribution blocks may not be mounted on the engine fire wall. See General Regulations 1.5.
1.5.1	**INDUCTION**
	Any induction permitted. Electronic fuel injection may monitor only engine functions. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be accepted by an ASN Scrutineer.
1.6	**FUEL**
	Unleaded racing gasoline, unleaded gasoline, methanol, diesel, ethanol, permitted. Nitromethane prohibited. See General Regulations 1.6
1.6.1	**NITROUS OXIDE**
	Commercially available nitrous oxide permitted with normal aspirated engines. Prohibited with supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. Bottle(s) must be stamped with a CE or DOT-1800 pound (124 bar) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1.6.
1.7	**LIQUID OVERFLOW**
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
1.8	**OIL-RETENTION DEVICE**
	All cars must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from frame rail to frame rail and extend forward to the harmonic balancer and rearward of the flywheel and must incorporate a minimum 51mm lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.10	**SUPERCHARGER**
	Permitted, restricted to standard Roots-type Supercharger unless OEM Engine and OEM Supercharger are used. Supercharger must remain in manufacturer specification. See General Regulations 1.10.
1.10.1	**TURBOCHARGER**
	Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles. See General Regulations 1.10.1.
1.10.2	**CENTRIFUGAL SUPERCHARGER**
	One commercially available centrifugal supercharger only. Any kind of alteration of centrifugal supercharger prohibited. Manufacturer overdrive limits apply. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles. See General Regulations 1.10.2.
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations 1.11.
1.12	**THROTTLE**
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics or any other devices may in no way affect the throttle operation. Timed throttle stops, which are pre-set before the run permitted. See General Regulations 1.12, 8.2, 9.1 and 9.2.
1.14	**VALVE COVERS**
	See General Regulations 1.14.

2 – DRIVETRAIN	
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 (2-discs maximum) mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all cars using SFI Spec 1.3 or 1.4 clutches. Flywheel shield meeting minimum SFI Spec 6.1 mandatory on all other cars. Cars with rotary engine must be equipped with a flywheel shield made of 6mm minimum thickness steel plate completely surrounding the bell housing 360° extending 25mm forward and rearward of the rotating clutch assembly; shield may not be notched or cut in any way. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine cars equipped with nitrous-oxide injection, turbo or supercharger must use a flywheel shield labelled as meeting SFI Spec 6.1 minimum. Cars for which an SFI Spec 6.1, 6.2, 6.3, flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes. See General Regulations 2.3, 2.5, 2.6 and 2.10.
2.4	**DRIVELINE**
	OEM production line all-wheel-drive cars permitted. All-wheel-drive and front-wheel-drive cars may be converted to rear wheel drive. Driveshaft loop mandatory. See General Regulations 2.4.
2.11	**REAR END**
	Aftermarket axles and axle-retention device mandatory. Cars that weigh more than 907kg and have independent rear suspension without upper and lower (both) control arms must replace swing axle rear end with conventional rear end housing assembly. (Example: 1963 through 1982 Corvette). Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight but must have 360°, minimum 25x6mm axle retention loop on each axle. See General Regulations 2.11.
2.13	**TRANSMISSION, AFTERMARKET PLANETARY**
	Permitted. See General Regulations 2.13.
2.14	**AUTOMATIC TRANSMISSION**
	Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory. Trans-brake permitted. See General Regulations 2.12 and 2.14.
3 – BRAKES AND SUSPENSION	
3.1	**BRAKES**
	Four-wheel hydraulic brakes mandatory. See General Regulations 3.1.
3.3	**STEERING**
	Conventional steering system only. See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Must have automotive-type front suspension commonly used by an automobile manufacturer. Rigid-mount front axles permitted if wheelbase is 2540mm or more. Shock absorbers optional. Rear Suspension optional. If rear suspension is utelized, rear shock absorbers are mandatory. See General Regulations 3.4
3.5	**TRACTION BARS**
	Permitted. See General Regulations 3.5.
3.6	**WHEELIE BARS**
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	**BALLAST**
	Permitted. See General Regulations 4.2.
4.4	**FRAME**
	See General Regulations 4.4.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Mandatory on cars running faster then 240km/h. If a Parachute is used, all safety pins must be removed and the system must be armed before entering the designated burn out area. See general Regulations 4.8.
4.11	**ROLL-CAGE**
	Roll-cage mandatory**.** Type depending on body style used. Chassis must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. See General Regulations 4.4, 4.11 and 10.6.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	**WHEELBASE**
	Minimum wheelbase 2286mm. Maximum wheelbase 3048mm unless car was produced otherwise by manufacturer. See General Regulations 4.12

5 – TIRES AND WHEELS	
5.1	**TIRES**
	Racing slicks permitted. See General Regulations 5.1
5.2	**WHEELS**
	Must be automotive-type wheels. Minimum wheel size: 13" (330mm) unless car was originally equipped with smaller wheels and is equipped with original engine. See General Regulations 5.2.
6 – INTERIOR	
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the Vehicle in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.
6.2	**DRIVER SEAT**
	Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Optional. See General Regulations 6.2.1
6.2.2	**INTERIOR SHEETING**
	Driver compartment interior must be aluminium, steel, or carbon fibre. Magnesium prohibited. Sheet material may not extend into rear window any higher than wheel tubs. Trunk must be completely separated from driver compartment with a firewall. See General Regulations 6.2.2.
6.4	**WINDOW NET**
	Window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code or meeting SFI Spec 27.1 mandatory. See General Regulations 6.3.
7 – BODY	
7.1	**SPOILERS, WINGS**
	Rear spoiler permitted. Non-OEM wings except ASN approved prohibited on all body styles. Roof-mounted spoilers, other than original for body used, prohibited. Front air dams or spoilers permitted on Street Roadsters, may not project more than 762mm ahead of front spindle centreline. Any adjustment or movement during run prohibited. See General Regulations 7.1.
7.2	**BODY**
	Must be full-bodied car. Coupes, Sedans, Sports cars, Street Roadsters, Vans, Pickups, Estates and Panel trucks permitted. Fiberglas bodies permitted. Door hinges on any lift-off door must have safety pins or locks. Cars with top and windshield must have two driver exits. Convertibles and cars that came with removable tops may run without top. Tops may be chopped. Cars without tops do not require working doors. Bodies may be channelled or sectioned. Street Roadsters, Sports Cars and Convertibles may remove top and windshield, removed windshield must be replaced by wind screen. Bodies may be set back. Body rear wheel opening may not extend into door opening. Hood scoop may not extend more than 279mm above height of original hood surface. See General Regulations 1.4, 7.2 and 7.7.
7.3	**FENDERS**
	Mandatory. Lightweight replacement fenders permitted. Front fenders may be lengthened to fit extended wheelbase. Rear fenders may be cut for tire clearance. Altered fenders must have edges re-rolled or beaded. On roadsters, it is permitted to raise the rear fenders by as much as the body has been lowered over the frame. Front inner fenders permitted. See General Regulations 7.3.
7.4	**FIREWALL**
	Mandatory. See General Regulations 6.1 and 7.4.
7.5	**FLOOR**
	Mandatory. See General Regulations 6.1 and 7.5.
7.6	**HOOD**
	Mandatory on full bodied car, optional on altered car. Carburetors must be covered by flash shield or scoop. Hood scoop permitted. Hood scoop may not extend more than 279mm above height of original hood surface. See General Regulations 7.6.
7.7	**WINDSCREEN**
	Convertibles and roadsters may replace windshield with windscreen, windshield mandatory on all other cars. See General Regulations 7.7.
7.8	**WINDSHIELD, WINDOWS**
	Mandatory, cars with top and windshield must be equipped with all windows. All windshields and windows except for windscreen must be clear, factory tinted safety glass or clear Plexiglas or other shatterproof material, 3mm minimum thickness. Plexiglas in windscreen prohibited, must be made of polycarbonate (Lexan or equal). Original Safety glass permitted. Class identification and race number decals permitted on rear quarter windows, rear window and upper corner passenger side front windscreen. See General Regulations 7.8.
8 – ELECTRICAL	
8.1	**BATTERIES**
	Permitted. See General Regulations 8.1.
8.2	**DELAY BOX/DEVICE**
	Permitted, one box/ device only, attached to trans-brake, shift timer and/or throttle timer only. Any other attachment prohibited. Delay box may only display delay amount dialled in, analogue or digital display permitted. All direct wiring must be clearly identifiable. See General Regulations 8.2.

8.3	**IGNITION**
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or “high-side” rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. The wire to the trans brake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labelled, and traceable. See General Regulations 8.1, 8.3 and 8.5.
8.4	**MASTER CUTOFF**
	Mandatory. See General Regulations 8.4.
8.5	**TAIL LIGHTS**
	Mandatory. See General Regulations 8.6.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
9 – SUPPORT GROUP	
9.1	**COMPUTER**
	Prohibited (except for unaltered stock OEM units). See General Regulations 9.1.
9.1.1	**AUTOMATED SHIFTERS**
	Permitted. See General Regulations 9.1.1
9.2	**DATA RECORDER**
	Permitted. See General Regulations 9.2.
9.3	**FIRE EXTINGUISHER SYSTEM**
	Recommended, must be securely mounted. Mandatory on cars 10.00 seconds and quicker running on methanol, minimum capacity 2.5kg. Hand held fire extinguisher prohibited. See General Regulations 9.3.
9.12	**TOW VECHICLES**
	Prohibited.
9.14	**WARM-UPS**
	See General Regulations 9.5 and 9.14.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory in all open-bodied cars. See General Regulations 10.3.
10.4	**CREDENTIALS**
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Driver restraint system meeting FIA Standard 8853/98; 8853-2016 or SFI Spec 16.1; 16.5 mandatory. See General Regulations 10.5 and 10.11.
10.7	**HELMET**
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver’s neck while the helmet is being removed, is also recommended.
10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	Mandatory. See General Regulations 10.8.
10.10	**PROTECTIVE CLOTHING**
	Mandatory. See General Regulations 10.10

SECTION 5 – SUPER COMP

	DESIGNATION
	S/C, preceded by car number. Designed as a category with a 8.90 second standard index (5.70 for the eighth mile). Heads-up, pro start. For Dragsters, Funny Cars, roadsters, Pro Stock type cars, Altereds Type 1 and Type 2. Motorcycles prohibited. Altered type 1: Open Altereds and Funny Cars built for competition use only, the body of a type originally produced by an automobile manufacturer. Typical for these cars is central steering and flip-body. Altered type 2: Very modified or special made cars. With Stock appearance. Full body with operating doors, or Roadsters with fenders that cover all wheels. Must have Suspension and brakes on each wheel.
	CLASS WEIGHT BREAKS
	Minimum weight including driver: Rear engine Dragster, utilizing naturally aspirated OEM motorcycle engines, with a min. two (2) and a max. four (4) cyl.: 318kg Cars utilizing 4 to 6 cylinder engines: 454kg. All other cars: 612kg
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Any automotive engine permitted. Supercharger, turbocharger and nitrous oxide permitted, but never as combination. Cast harmonic balancer prohibited. Harmonic balancer meeting SFI spec 18.1, or steel billet harmonic balancer made in one-piece mandatory. See General Regulations 1.2.
1.3	**EXHAUST SYSTEM**
	Any type permitted. Maximum two (2) outlets, must be pointed away from the driver and fuel tank. Silencers may be required. See General Regulations 1.3.
1.5	**FUEL SYSTEM**
	Aftermarket fuel tank or cell recommended. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least 0.6mm steel or 0.8mm aluminum to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within the confines of the body. Fuel distribution blocks may not be mounted on the engine fire wall. See General Regulations 1.5.
1.5.1	**INDUCTION**
	Any induction permitted. Electronic fuel injection may monitor only engine functions, does not monitor vehicle speed, wheel speed, etc. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be accepted by an ASN Scrutineer. Aftermarket water-methanol injection systems permitted. Must be installed and used as per manufacturer's instructions. Tank, pump, lines, etc. may not be mounted inside the driver compartment. When the injection system is located inside trunk, a complete bulkhead of at least 0.6mm steel or 0.8mm aluminum is required to isolate the driver compartment from trunk.
1.6	**FUEL**
	Unleaded racing gasoline, unleaded gasoline, methanol, diesel, ethanol, permitted. Nitromethane prohibited. See General Regulations 1.6
1.6.1	**NITROUS OXIDE**
	Commercially available nitrous oxide permitted with normal aspirated engines. Prohibited with supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. Bottle(s) must be stamped with a CE or DOT-1800 pound (124 bar) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1.6.
1.7	**LIQUID OVERFLOW**
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
1.8	**OIL-RETENTION DEVICE**
	All cars must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from framerail to framerail and extend forward to the harmonic balancer and rearward of the flywheel and must incorporate a minimum 51mm lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.10	**SUPERCHARGER**
	Permitted, restricted to standard Roots-type Supercharger. Supercharger must remain in manufacturer specification. See General Regulations 1.10.
1.10.1	**TURBOCHARGER**
	Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles. See General Regulations 1.10.1.
1.10.2	**CENTRIFUGAL SUPERCHARGER**
	One commercially available centrifugal supercharger only. Any kind of alteration of centrifugal supercharger prohibited. Manufacturer overdrive limits apply. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles. See General Regulations 1.10.2
1.12	**THROTTLE**
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics or any other devices may in no way affect the throttle operation. Timed throttle stops, which are pre-set before the run permitted. See General Regulations 1.12.
1.14	**VALVE COVERS**
	See General Regulations 1.14.

2 – DRIVETRAIN	
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 (2-discs maximum) mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all cars using SFI Spec 1.3 or 1.4 clutches. Flywheel shield meeting minimum SFI Spec 6.1 mandatory on all other cars. Cars with rotary engine must be equipped with a flywheel shield made of 6mm minimum thickness steel plate completely surrounding the bell housing 360° extending 25mm forward and rearward of the rotating clutch assembly; shield may not be notched or cut in any way. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine cars equipped with nitrous-oxide injection, turbo or supercharger must use a flywheel shield labeled as meeting SFI Spec 6.1 minimum. Cars for which an SFI Spec 6.1, 6.2, 6.3, flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes. See General Regulations 2.3, 2.5, 2.6 and 2.10.
2.4	**DRIVELINE**
	OEM production line all-wheel-drive cars permitted. All-wheel-drive and front-wheel-drive cars may be converted to rear wheel drive. Driveshaft loop mandatory. See General Regulations 2.4.
2.11	**REAR END**
	Aftermarket axles and axle-retention device mandatory. Cars that weigh more than 907kg and have independent rear suspension without upper and lower (both) control arms must replace swing axle rear end with conventional rear end housing assembly. (Example: 1963 through 1982 Corvette). Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight but must have 360°, minimum 25x6mm axle retention loop on each axle. See General Regulations 2.11.
2.13	**TRANSMISSION, AFTERMARKET PLANETARY**
	Permitted, transmission shield meeting SFI Spec 4.1 mandatory on any car equipped with aftermarket planetary transmission. See General Regulations 2.13.
2.14	**AUTOMATIC TRANSMISSION**
	Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory. Trans-brake permitted. See General Regulations 2.12 and 2.14.
2.14.1	**BELLY PAN**
	Transmission Belly Pan recommended on all entries using a Torque Converter or an automatic transmission. Pan should extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.
3 – BRAKES AND SUSPENSION	
3.1	**BRAKES**
	Minimum two rear-wheel hydraulic brakes (disc brake) mandatory. Four-wheel brakes are recommended. Four-wheel brakes are mandatory on cars with rear suspension. Hand brake, if used must be located inside of body or driver compartment. See General Regulations 3.1.
3.3	**STEERING**
	See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Any automotive suspension permitted. Rigid-mount front axles permitted if wheelbase is 3048mm or more. Rigid-mounted rear axles permitted. Any front suspension using a beam or tubular type axle must have radius rods attached to frame. Radius rods not required on front axles rigidly mounted 457mm or less from front king pin axis. See General Regulations 3.2, 3.4 and 3.5.
3.5	**TRACTION BARS**
	Permitted. See General Regulations 3.5.
3.6	**WHEELIE BAR**
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	**BALLAST**
	Permitted. See General Regulations 4.2.
4.3	**DEFLECTOR PLATE**
	Mandatory on all rear-engine cars to protect driver and fuel tank. See General Regulations 1.1 and 4.3.
4.4	**FRAME**
	See General Regulations 4.4.
4.4.1	**TOW-STRAP HOOP**
	Mandatory on all Funny Cars. See General Regulations 4.4.1.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Mandatory on cars running faster then 240km/h. If a Parachute is used, all safety pins must be removed and the system must be armed before entering the designated burn out area. See general Regulations 4.8.
4.11	**ROLL-CAGE / CHASSIS**
	Roll-cage mandatory**.** Type depending on body style used. Chassis must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. See General Regulations 4.4, 4.11 and 10.6.

4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	**WHEELBASE / FRONT TREAD WIDTH**
	Minimum wheelbase 2286mm. Maximum wheelbase variation from left to right: 51mm. Minimum front tread width 660mm on any Dragster. See General Regulations 4.12.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Racing slicks permitted. See General Regulations 5.1.
5.2	**WHEELS**
	Must be automotive-type wheels. Minimum wheel size: 13" (330mm) unless car was originally equipped with smaller wheels and is equipped with original engine. Wire wheels permitted on front of Dragsters only, provided total weight of car does not exceed 817kg. See General Regulations 5.2.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place: Dragster, Open bodied car and Funny car: - to escape out of the car in maximum 9 seconds. Full Bodied Car: - to escape out of the car in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.
6.2	**DRIVER SEAT**
	Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Optional. See General Regulations 6.2.1
6.2.2	**INTERIOR SHEETING**
	Driver compartment interior must be aluminum, steel, or carbon fiber. Magnesium prohibited. See General Regulations 6.2.2.
6.3	**WINDOW NET**
	Window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory in full bodied cars. See General Regulations 6.3.
	7 – BODY
7.1	**AIRFOIL, WINGS**
	Permitted. Aftermarket or homemade front spoilers or air dam may not project more than 762mm ahead of front spindle centreline. On Funny Car type cars and full bodied cars the body, or anything else may not project more than 1016mm ahead of front spindle centreline. See General Regulations 7.1.
7.1.2	**BODY**
	Body and cowl must be metal, Fiberglas or carbon fibre and must extend to firewall. Driver compartment, frame structure, roll cage and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface. If driver's body is in contact with belly pan, a crossmember and sub-floor are mandatory. On full-bodied cars, hood scoop may not extend more than 279mm above height of original hood surface. On open bodied, front-engine cars, hood scoop may not extend more than 279mm above height of carburettor top. See General Regulations 1.4 and 7.7.
7.1.3	**ESCAPE HATCH**
	Mandatory on all Funny Cars. See General Regulations 7.1.3
7.3	**FENDERS**
	Mandatory on Full bodied cars. Lightweight replacement fenders permitted. Front fenders may be lengthened to fit extended wheelbase. Rear fenders may be cut for tire clearance. Altered fenders must have edges re-rolled or beaded. On roadsters, it is permitted to raise the rear fenders by as much as the body has been lowered over the frame. Front inner fenders permitted. See General Regulations 7.3.
7.4	**FIREWALL**
	Mandatory. See General Regulations 7.4.
7.5	**FLOOR**
	Mandatory. See General Regulations 7.5.
7.7	**WINDSCREEN**
	Convertibles and roadsters may replace windshield with windscreen, windshield mandatory on all other cars. See General Regulations 7.7.
7.8	**WINDSHIELD, WINDOWS**
	Mandatory, cars with top and windshield must be equipped with all windows. All windshields and windows except for windscreen must be clear, factory tinted safety glass or clear Plexiglas or other shatterproof material, 3mm minimum thickness. Plexiglas in windscreen prohibited, must be made of polycarbonate (Lexan or equal). Original Safety glass permitted. Class identification and race number decals permitted on rear quarter windows, rear window and upper corner passenger side front windscreen. See General Regulations 7.8.

8 – ELECTRICAL	
8.1	BATTERIES
	Permitted. See General Regulations 8.1.
8.2	DELAY BOX/DEVICE
	Permitted, one box/ device only, attached to trans-brake, shift timer and/or throttle timer only. Any other attachment prohibited. Delay box may only display delay amount dialed in, analogue or digital display permitted. All direct wiring must be clearly identifiable. See General Regulations 8.2.
8.3	IGNITION
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. The wire to the transbrake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations 8.1, 8.3 and 8.5.
8.4	MASTER CUTOFF
	Mandatory. See General Regulations 8.4.
8.6	TAIL LIGHTS
	Mandatory. See General Regulations 8.6.
8.7	IGNITION SWITCH
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
9 – SUPPORT GROUP	
9.1	COMPUTER/DATA RECORDERS
	See General Regulations 9.1, 9.2 and 9.11.
9.1.1	AUTOMATED SHIFTERS
	Permitted. See General Regulations 9.1.1
9.2	DATA RECORDER
	Permitted. See General Regulations 9.2.
9.3	FIRE EXTINGUISHER SYSTEM
	Mandatory on cars with closed driver's compartment or openbodied front engine cars, minimum capacity 2.5kg. Hand held fire extinguisher prohibited. See General Regulations 9.3.
9.12	TOW VECHICLES
	Permitted. See General Regulations 9.12.
9.14	WARM-UPS
	See General Regulations 9.5 and 9.14.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	APPAREL
	See General Regulations 10.1.
10.2	APPEARANCE
	See General Regulations 10.2.
10.3	ARM RESTRAINTS
	Mandatory in all open-bodied cars and Funny Cars. See General Regulations 10.3.
10.4	CREDENTIALS
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	DRIVER RESTRAINT SYSTEM
	Driver restraint system meeting FIA Standard 8853/98; 8853-2016 or SFI Spec 16.1; 16.5 mandatory. See General Regulations 10.5 and 10.11.
10.7	HELMET
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	HEAD AND NECK RESTRAINT DEVICE/SYSTEM
	Mandatory. See General Regulations 10.8.
10.10	PROTECTIVE CLOTHING
	Mandatory. See General Regulations 10.10

SECTION 6 – COMPETITION ELIMINATOR

DESIGNATION

Competition Eliminator category is reserved for qualified Dragsters in:

A/D, A/DA, B/D, B/DA, C/D, C/DA, D/D, D/DA, E/D, E/DA, F/D, F/DA, G/D, G/DA, DT/D, ET/D, FT/D, AA/D, AB/D, BA/D, BB/D, CA/D, B/D, DA/D, DB/D, EA/D, EB/D, FA/D, FB/D and BN/D.

And for qualified Altereds in:

A/A, B/A, C/A, D/A, E/A, F/A, G/A, H/A, I/A, AT/A, BT/A, CT/A, DT/A, AA/A, AB/A, BA/A, BB/A, CA/A, CB/A, DA/A, DB/A, AN/A, BN/A, N/A, DN/A, A/PM, AA/PM and AT/PM.

Eliminations are based on a handicap start utilIsing class index system, breakout does not apply.
See https://www.fia.com/regulation/category/101 for Competition Eliminator Indexes.

SECTION 6A - COMPETITION ELIMINATOR - DRAGSTER

DESIGNATION

A/D, B/D, C/D, D/D, E/D, F/D, G/D, DT/D, ET/D, FT/D, AA/D, AB/D BA/D, BB/D, CA/D, CB/D, DA/D, DB/D, EA/D, EB/D, FA/D, FB/D and BN/D preceded by car number. 23 classes for Dragsters, built for competition only.
Each class is determined by deviding the cars weight including driver by the engine size. (kilogram / liter)

CLASS WEIGHT BREAKS

Class	Kg /liter	Min. weight	Note
A/D	94 - 110	612kg	
B/D	111 - 124	612kg	
C/D	125 - 137	612kg	
D/D	138 - 193	1),2), 3)	
E/D	194 - 231	2),3)	
F/D	232 -	386kg	Max 2.54 liter
G/D	232-	386kg	Max 2.54 liter, opposed 4-cyl. Engine only.
DT/D	255 - 358	1), 2), 3)	Only Turbocharged
ET/D	359 - 428	2), 3)	Only Turbocharged Max. 6-cyl.
FT/D	429 -	386kg	Only Turbocharged Max. 4-cyl.
AA/D	150 - 177	1), 2), 3)	Only Supercharged – Roots High Helix
AB/D	150 - 177	1), 2), 3)	Only Supercharged – Standard Roots or Centrifugal
BA/D	178 - 199	1), 2), 3)	Only Supercharged – Roots High Helix
BB/D	178 - 199	1), 2), 3)	Only Supercharged – Standard Roots or Centrifugal
CA/D	200 - 220	1), 2), 3)	Only Supercharged – Roots High Helix
CB/D	200 - 220	1), 2), 3)	Only Supercharged – Standard Roots or Centrifugal
DA/D	200 - 309	1), 2), 3)	Only Supercharged – Roots High Helix
DB/D	221 - 309	1), 2), 3)	Only Supercharged – Standard Roots or Centrifugal
EA/D	310 - 370	1), 2), 3)	Only Supercharged – Roots High Helix
EB/D	310 - 370	1), 2), 3)	Only Supercharged – Standard Roots or Centrifugal
FA/D	371 -	1), 2), 3)	Only Supercharged – Roots High Helix
FB/D	371 -	1), 2), 3)	Only Supercharged – Standard Roots or Centrifugal
BN/D	160 -	612kg	Only Nitrous Oxide

Minimum Weight:

1) 612kg, Cars with V8.
2) 454kg, Cars with maximum 6 cylinders.
3) 386kg, Cars with maximum 4 cylinders.

Maximum Weight:
1100kg on all cars, unless Chassis Specifications differ.

Weight adjustment for Automatic transmissions.
Cars utelizing automatic transmissions with torque converters are permitted to deduct the following weight of their **calculated** minimum required class weight: A/D; E/D; F/D and G/D 45kg - B/D 65kg - C/D 85kg and D/D 100kg.

Under no cicumstacnes may a car weigh less than the required minimum weight for their type.

Chapter	REQUIREMENTS AND SPECIFICATIONS
	1 – ENGINE
1.2	**ENGINE**
	Any automotive engine permitted, maximum one engine. Supercharger, turbocharger and nitrous oxide prohibited, unless permitted in class definition, but never as a combination. Cast harmonic balancer prohibited. Harmonic balancer meeting SFI spec 18.1, or steel billet harmonic balancer made in one-piece mandatory. See General Regulations 1.2.
1.3	**EXHAUST SYSTEM**
	Any type permitted. Exhaust outlets must be pointed away from the driver and fuel tank. See General Regulations 1.3.
1.5	**FUEL SYSTEM**
	Electronic fuel injection system permitted. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. Only monitoring of engine functions permitted. All aftermarket OEM-type electronic fuel injection must be accepted by ASN Scrutineer. Fuel lines must be isolated from driver compartment. Artificial cooling or heating of fuel prohibited. Circulating pumps and/or systems are prohibited unless part of OEM fuel system. Aftermarket fuel tank or cell manufactured for the use in Motorsport recommended. See General Regulations 1.5.
1.5.1	**INDUCTION**
	Any induction system permitted. Aftermarket water-methanol injection systems permitted. Must be installed and used as per manufracturer instructions. See General Regulations 1.5.1.
1.6	**FUEL**
	Unleaded racing gasoline, unleaded gasoline, methanol, diesel, ethanol, permitted. Nitromethane prohibited. Propylene oxide prohibited. See General Regulations 1.6.
1.6.1	**NITROUS OXIDE**
	Prohibited unless permitted in class definition. Commercially available System only. No bottle may be turned on until after burnout is completed. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. No inline valves accepted as bottle shutoff in staging lanes. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum CE or DOT-1800 pound (124 bar) rating. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) is prohibited. See also General Regulations 1.6.1.
1.7	**LIQUID OVERFLOW**
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
1.8	**OIL-RETENTION DEVICE**
	All cars must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from framerail to framerail and extend forward to the harmonic balancer and rearward of the flywheel and must incorporate a minimum 51mm lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.9	**OIL SYSTEM**
	Dry sump oil system permitted. External oil pumps permitted, may be combined with other pump functions. See General Regulations 1.9.
1.10	**SUPERCHARGER**
	Prohibited unless permitted in class definition. Standard Roots or High Helix supercharger only. Screw type supercharger prohibited. All grinding and/or altering of Supercharger prohibited. Manufacturer Overdrive limits apply. See General Regulations 1.10.
1.10.1	**TURBOCHARGER**
	Prohibited unless permitted in class definition. Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles. See General Regulations 1.10.1.
1.10.2	**CENTRIFUGAL-SUPERCHARGER**
	Prohibited unless permitted in class definition. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles. See General Regulations 1.10.2.
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations 1.11.
1.12	**THROTTLE**
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics, laser or any other devices may in no way affect the throttle operation. An FIA-accepted mechanical device for controlling engine rpm during burnouts may be attached to the throttle linkage but may not be driver-controlled. See General Regulations 1.12.
1.13	**VENT TUBES - BREATHERS**
	Mandatory. See General Regulations 1.13.
1.14	**VALVE COVERS**
	See General Regulations 1.14

2 – DRIVETRAIN	
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (2-disc maximum) and flywheel shield meeting SFI Spec 6.1, 6.2 or 6.3, or flywheel and clutch meeting SFI Spec 1.2 (3 or more discs) and flywheel shield meeting minimum SFI Spec 6.2 or 6.3 mandatory. The use of multi-stage, lock-up-type clutches is prohibited. Flywheel shield cannot be welded into the car and/or (used as crossmember) frame. Frame and/or body braces cannot be welded to flywheel shield. Clutch release must be manually operated by driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the clutch operation. See General Regulations 2.3; 2.5; 2.6 and 2.10.
2.4	**DRIVELINE**
	Anti-blowback device mandatory in A/D, B/D, C/D, D/D, DT/D, ET/D, FT/D, AA/D, AB/D, BA/D, BB/D, CA/D, CB/D, DA/D, DB/D, EA/D, EB/D, FA/D, FB/D and BN/D Dragster. See General Regulations 2.1 and 2.4.
2.11	**REAR END**
	Aftermarket axles and axle-retention device for drag racing use mandatory. Spool permitted. Full-floating or live axle assembly recommended. See General Regulations 2.2 and 2.11.
2.12	**TRANSMISSION**
	Clutchless transmissions permitted. Any automotive type aftermarket planetary or manual-type transmission with maximum of five forward speeds permitted. Maximum 3 forward speeds allowed for automatic type transmissions. Aftermarket converter drive units permitted. If 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 mandatory. Reverse gear mandatory on all transmissions. Automated shifters and/or timer-type shifting devices on manual-type transmissions prohibited, each individual shift must be a function of the driver. Shifting of a manual-type transmission may only be controlled by either manual or pneumatic means; electric or electronics may in no way affect the shifting mechanism. Air shifter bottles must be securely mounted. Automatic transmissions must have a inside oil pump and clutch packs which control the gearing along with bands to be deemed as an automatic transmission. Overdrive/under drive units, motorcycle, snowmobile or farm implements type transmission prohibited. See General Regulations 2.12; 2.13 and 2.14.
2.12.1	**TRANSMISSION SHIELD**
	Transmission shield meeting SFI Spec 4.1 mandatory on any car equipped with an Automatic transmission or aftermarket planetary transmission. Flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI Spec 30.1 mandatory on any car equipped with an Automatic transmission.
2.14.1	**BELLY PAN**
	Transmission Belly Pan recommended on all entries using a Torque Converter or an automatic transmission. Pan should extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.
3 – BRAKES AND SUSPENSION	
3.1	**BRAKES**
	Automated brakes prohibited; application and release of brakes must be a function of the driver. Minimum two rear-wheel hydraulic brakes (disc brake) are mandatory. Four-wheel brakes are recommended. Hand brake, if used must be located inside of body or driver compartment. Brake lines must be shielded in flywheel and driveline area. Master cylinder must be mounted above framerails. Steel and/or braided steel brake lines mandatory. Line-loc permitted. See General Regulations 3.1.
3.3	**STEERING**
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Any automotive suspension permitted. Minimum one hydraulic shock absorber per sprung wheel mandatory. Rigid-mount front axles permitted if wheelbase is 3048mm or more. Rigid-mounted rear axles permitted. Any front suspension using a beam or tubular type axle must have radius rods attached to frame. Radius rods not required on front axles rigidly mounted 457mm or less from front king pin axis. See General Regulations 3.2 and 3.4.
3.6	**WHEELIE BARS**
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	**BALLAST**
	Permitted. See General Regulations 4.2.
4.3	**DEFLECTOR PLATE**
	Mandatory on all rear-engine cars to protect driver and fuel tank. See General Regulations 4.3.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Mandatory on any car with a top speed in excess of 240km/h. Two Parachutes mandatory on any car with a top speed in excess of 320km/h. If Parachutes are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	**ROLL-CAGE / CHASSIS**
	Mandatory in accordance with Technical Drawing 14 or 15. Must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. Roll Cage/Chassis of cars quicker 8.50 seconds must meet required SFI Specification. Must be certified by an SFI approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See General Regulations 4.4 and 4.11.

4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	**WHEELBASE AND FRONT TREAD WIDTH**
	Minimum wheelbase 2286mm. Maximum wheelbase variation from left to right: 51mm. Minimum front tread width 660mm. See General Regulations 4.12.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Racing slicks permitted. Minimum diameter of 13" (330mm) on front tires of any dragster. See General Regulations 5.1.
5.2	**WHEELS**
	Must be automotive-type. Minimum wheel diameter: 13" (330mm). Automotive-type wire wheels or motorcycle wheels permitted on front axle only of Dragsters weighing 816kg or less. See General Regulations 5.2.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the Vehicle in maximum 9 seconds.
6.2	**DRIVER SEAT**
	Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	See General Regulations 6.2.1
	7 – BODY
7.1	**AIRFOIL / WINGS**
	Side-mounted canard-type units permitted, securely mounted. No part of canards/wings may be within 152mm of any tire. Frontal air dam permitted. Maximum projection ahead of spindle centre-line 762mm. Width cannot exceed front tread width. Maximum rise 254mm. Projection behind front axle, outside of frame rails prohibited. Spill plates permitted, not to exceed 229mm in height. Any adjustment or movement of airfoil or wings during run prohibited. See General Regulations 7.1.
7.1.2	**BODY**
	Body and cowl must be constructed of metal, fiberglass, or composite material. Driver compartment must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface should an incident occur. Subflooring independent of car body is mandatory in Dragsters which allow driver's legs to rest on bellypan or chassis. On front-engine cars, intake scoop may not extend more than 279mm above height of carburetor top. See General Regulations 7.1.2
7.3	**FRONT-WHEEL FAIRINGS**
	Prohibited.
7.7	**WINDSCREEN**
	Mandatory. See General Regulations 7.7.
	8 – ELECTRICAL
8.1	**BATTERIES**
	Permitted. See General Regulations 8.1.
8.2	**DELAY BOXES / DEVICES**
	Prohibited. See General Regulations 8.2.
8.3	**IGNITION**
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. See General Regulations 8.1, 8.3 and 8.5. The wire to the transbrake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations 8.3
8.4	**MASTER CUTOFF**
	Mandatory on any car with a battery. See General Regulations 8.4.
8.6	**TAIL LIGHTS**
	Mandatory. See General Regulations 8.6.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
	9 – SUPPORT GROUP
9.1	**COMPUTER/DATA RECORDERS**
	See General Regulations 9.1, 9.2 and 9.11.
9.2	**DATA RECORDER**
	Permitted. See General Regulations 9.2.

9.3	**FIRE EXTINGUISHER SYSTEM**
	Fire extinguisher system meeting SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory on cars with an enclosed cockpit or front engine cars running on metahnol. Minimum capacity 2.5kg. Hand held fire extinguisher prohibited. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	**TOW VECHICLES**
	Permitted. See General Regulations 9.12.
9.14	**WARM-UPS**
	See General Regulations 9.5 and 9.14.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory. See General Regulations 10.3.
10.4	**CREDENTIALS**
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853/98 or 8853-2016, or SFI Spec 16.1, 16.5 mandatory. See General Regulations 10.5 and 10.11.
10.7	**HELMET**
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	**NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a neck collar meeting SFI Spec 3.3. is mandatory in all cars running 10.00 seconds and slower. A head and neck restraint device/system may be used in lieu of a neck collar. The use of a head and neck restraint device/system is mandatory in all cars running 9.99 seconds and quicker. See General Regulations 10.8
10.10	**PROTECTIVE CLOTHING**
	Mandatory. See General Regulations 10.10.

SECTION 6B – COMPETITION ELIMINATOR - ALTERED

DESIGNATION

A/A, B/A, C/A, D/A, E/A, F/A, G/A, H/A, I/A, AA/A, AB/A, BA/A, BB/A, CA/A, CB/A, DA/A, DB/A, AT/A, BT/A, CT/A, DT/A, ET/A, AN/A, BN/A, CN/A, DN/A, A/PM, AA/PM and AT/PM preceded by car number. 29 classes for Altered Cars, built for competition only.
Each class is determined by dividing the cars weight including driver by the engine size. (kg / liter)

Altered type 1: Open Altereds and Funny Cars built for competition use only, the body of a type originally produced by an automobile manufacturer. Typical for these cars is central steering and flip-body.

Altered type 2: Very modified or special made cars. With Stock appearance. Full body with operating doors, or Roadsters with fenders that cover all wheels. Must have Suspension and brakes at each wheel.

CLASS WEIGHT BREAKS

Class	Kg / liter	Min. weight	Note
A/A	94 - 129	1), 2)	V8 ONLY
B/A	130 - 149	1), 2)	V8 ONLY
C/A	150 - 179	952kg	V8 ONLY
D/A	180 - 207	952kg	V8 ONLY
E/A	208 - 234	952kg	V8 Engines with true wedge cyl. heads, inline & parallel valves only
F/A	235 - 262	952kg	V8 ONLY
G/A	263 - 290	952kg	V8 ONLY
H/A	291 - 317	952kg	V8 ONLY
I/A	318 -	907kg	V4 & V6 Engines only
AA/A	150 - 207	1), 2)	Only Supercharged – Roots High Helix
AB/A	150 - 207	1), 2)	Only Supercharged – Standard Roots or Centrifugal
BA/A	208 - 299	3), 4), 6)	Only Supercharged – Roots High Helix
BB/A	208 - 299	3), 4), 6)	Only Supercharged – Standard Roots or Centrifugal
CA/A	300 - 399		Only Supercharged – Roots High Helix
CB/A	300 - 399		Only Supercharged – Standard Roots or Centrifugal
DA/A	400 -		Only Supercharged – Roots High Helix
DB/A	400 -		Only Supercharged – Standard Roots or Centrifugal
AT/A	163 - 226	1), 2)	Only Turbocharged
BT/A	227 - 349	3), 4), 6)	Only Turbocharged
CT/A	350 - 499		Only Turbocharged
DT/A	500 - 649		Only Turbocharged
ET/A	650-		Only Turbocharged
AN/A	110 - 139	1), 2)	Only Nitrous Oxide
BN/A	140 - 169	1), 2)	Only Nitrous Oxide
CN/A	170 - 199	1), 2)	Only Nitrous Oxide
DN/A	200 -		Only Nitrous Oxide
A/PM	*	*	Only Nitrous Oxide*
AA/PM	*	*	Only Supercharged*
AT/PM	*	*	Only Turbocharged*

*A/PM, AA/PM and AT/PM must comply with all requirements in Section 7.

Minimum Weight:

1) Altered Cars type 1. 680kg
2) Altered Cars type 2. 1066kg
3) V8 Cars 950kg
4) Maximum 6-cylinders, 900kg
5) Maximum 4-cylinders, 500kg
6) Maximum 4 cylinders, 612kg

Maximum Weight:

1350kg on all cars, unless Chassis Specifications differ.

Weight adjustment for Automatic transmissions.

Cars utilizing automatic transmissions with torque converters are permitted to deduct the following weight of their **calculated** minimum required class weight:

A/A 45kg - B/A 90kg - C/A 113kg.
D/A, E/A, F/A, G/A, H/A and I/A utilizing V8 Engines 113kg.
D/A, E/A, F/A, G/A, H/A and I/A utilizing max. 6 cyl. engines 68kg.
D/A, E/A, F/A, G/A, H/A and I/A utilizing max. 4 cyl. engines 45kg.

Under no circumstances may a car weigh less than the required minimum weight for their type.

Chapter	REQUIREMENTS AND SPECIFICATIONS
	1 – ENGINE
1.2	**ENGINE**
	One internal combustion, reciprocating, automobile-type engine permitted. Supercharger, turbocharger and nitrous oxide prohibited, except for where the class definition permits, but never as a combination. Engine must be in front of driver (Rear engine mounting plate must be in front of the driver's feet). Cast harmonic balancer prohibited. Harmonic balancer meeting SFI spec 18.1, or steel billet harmonic balancer made in one-piece mandatory. See General Regulations 1.2.
1.3	**EXHAUST SYSTEM**
	Any type permitted. Exhaust outlets must be pointed away from the driver and fuel tank. See General Regulations 1.3.
1.5	**FUEL SYSTEM**
	Electronic fuel injection system permitted. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. Only monitoring of engine functions permitted. All aftermarket OEM-type electronic fuel injection must be accepted by ASN Scrutineer. Fuel lines must be isolated from driver compartment. Artificial cooling or heating of fuel prohibited. Circulating pumps and/or systems are prohibited unless part of OEM fuel system. Aftermarket fuel tank or cell manufactured for the use in Motorsport recommended. See General Regulations 1.5.
1.5.1	**INDUCTION**
	Any induction system permitted. Aftermarket water-methanol injection systems permitted. Must be installed and used as per manufacturer instructions. See General Regulations 1.5.1
1.6	**FUEL**
	Unleaded racing gasoline, unleaded gasoline, methanol, diesel, ethanol, permitted. Nitromethane prohibited. Propylene oxide prohibited. See General Regulations 1.6.
1.6.1	**NITROUS OXIDE**
	Prohibited unless permitted in class definition. Commercially available System only. No bottle may be turned on until after burnout is completed. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. No inline valves accepted as bottle shutoff in staging lanes. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum CE or DOT-1800 pound (124 bar) rating. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) is prohibited. See also General Regulations 1.6.1.
1.7	**LIQUID OVERFLOW**
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
1.8	**OIL-RETENTION DEVICE**
	All cars must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from frame rail to frame rail and extend forward to the harmonic balancer and rearward of the flywheel and must incorporate a minimum 51mm lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.9	**OIL SYSTEM**
	Dry sump oil system permitted. External oil pumps permitted, may be combined with other pump functions. See General Regulations 1.9.
1.10	**SUPERCHARGER**
	Prohibited unless permitted in class definition. Standard Roots or High Helix supercharger only. Screw type supercharger prohibited. All grinding and/or altering of Supercharger prohibited. Manufacturer Overdrive limits apply. See General Regulations 1.10.
1.10.1	**TURBOCHARGER**
	Prohibited unless permitted in class definition. Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles. See General Regulations 1.10.1
1.10.2	**CENTRIFUGAL-SUPERCHARGER**
	Prohibited unless permitted in class definition. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles. See General Regulations 1.10.2
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations 1.11
1.12	**THROTTLE**
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics, laser or any other devices may in no way affect the throttle operation. An FIA-accepted mechanical device for controlling engine rpm during burnouts may be attached to the throttle linkage but may not be driver-controlled. See General Regulations 1.12.
1.13	**VENT TUBES - BREATHERS**
	Mandatory. See General Regulations 1.13.
1.14	**VALVE COVERS**
	See General Regulations 1.14

2 – DRIVETRAIN	
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (2-disc maximum) and flywheel shield meeting SFI Spec 6.1, 6.2 or 6.3, or flywheel and clutch meeting SFI Spec 1.2 (3 or more discs) and flywheel shield meeting minimum SFI Spec 6.2 or 6.3 mandatory. The use of multi-stage, lock-up-type clutches is prohibited. Flywheel shield cannot be welded into the car and/or (used as cross member) frame. Frame and/or body braces cannot be welded to flywheel shield. Clutch release must be manually operated by driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the clutch operation. See General Regulations 2.3; 2.5; 2.6 and 2.10.
2.4	**DRIVELINE**
	Anti-blowback device mandatory. See General Regulations 2.1 and 2.4.
2.11	**REAR END**
	Aftermarket axles and axle-retention device for drag racing use mandatory. Spool permitted. Full-floating or live axle assembly recommended. See General Regulations 2.2 and 2.11.
2.12	**TRANSMISSION**
	Clutchless transmissions permitted. Any automotive type aftermarket planetary or manual-type transmission with maximum of five forward speeds permitted. Maximum 3 forward speeds allowed for automatic type transmissions. Aftermarket converter drive units permitted. If 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 mandatory. Reverse gear mandatory on all transmissions. Automated shifters and/or timer-type shifting devices on manual-type transmissions prohibited, each individual shift must be a function of the driver. Shifting of a manual-type transmission may only be controlled by either manual or pneumatic means; electric or electronics may in no way affect the shifting mechanism. Air shifter bottles must be securely mounted. Automatic transmissions must have a inside oil pump and clutch packs which control the gearing along with bands to be deemed as an automatic transmission. Overdrive/under drive units, motorcycle, snowmobile or farm implements type transmission prohibited. See General Regulations 2.12, 2.13 and 2.14.
2.12.1	**TRANSMISSION SHIELD**
	Transmission shield meeting SFI Spec 4.1 mandatory on any car equipped with an Automatic transmission or aftermarket planetary transmission. Flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI Spec 30.1 mandatory on any car equipped with an Automatic transmission.
2.14.1	**BELLY PAN**
	Transmission Belly Pan recommended on all entries using a Torque Converter or an automatic transmission. Pan should extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.
3 – BRAKES AND SUSPENSION	
3.1	**BRAKES**
	Automated brakes prohibited, application and release of brakes must be a function of the driver. Minimum two rear-wheel hydraulic brakes (disc brake) mandatory. Four-wheel hydraulic brakes mandatory on all Altered Type 1 Cars and on all Altered Type 2 Cars in A/A, B/A, AA/A, BB/A, AT/A, BT/A, AN/A, BN/A, CN/A. For all other Cars, four-wheel brakes are recommended. Handbrake, if used must be located inside of body or driver compartment. Brake lines must be shielded in flywheel and driveline area. Master cylinder must be mounted above framerails. Steel and/or braided steel brake lines mandatory. Line-loc systems permitted. See General Regulations 3.1.
3.3	**STEERING**
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Any automotive suspension permitted. Minimum one hydraulic shock absorber per sprung wheel mandatory. Rigid-mount front axles permitted if wheelbase is 3048mm or more. Rigid-mounted rear axles permitted. Any front suspension using a beam or tubular type axle must have radius rods attached to frame. Radius rods not required on front axles rigidly mounted 457mm or less from front king pin axis. Altered type 2: Full automobile-type suspension mandatory. A Minimum of one hydraulic shock absorber per sprung wheel is mandatory. See General Regulations 3.2 and 3.4.
3.5	**TRACTION BARS**
	Permitted. See General Regulations 3.4 and 3.5.
3.6	**WHEELIE BARS**
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	**BALLAST**
	Permitted. See General Regulations 4.2.
4.4.1	**TOW-STRAP HOOP**
	Mandatory on all Funny Cars. See General Regulations 4.4.1.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Mandatory on any car with a top speed in excess of 240km/h. Two Parachutes mandatory on any car with a top speed in excess of 320km/h. If Parachutes are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.

4.11	**ROLL-CAGE / CHASSIS**
	Mandatory in accordance with Technical Drawing 13, 16 or 17. Must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. Roll Cage/Chassis of cars quicker 8.50 seconds must meet required SFI Specification. Must be certified by an SFI approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See General Regulations 4.4 and 4.11.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	**WHEELBASE - ALTERED TYPE 1, ROADSTER**
	Minimum wheelbase 2286mm. Maximum wheelbase 3175mm. See General Regulations 4.12.
4.12	**WHEELBASE - ALTERED TYPE 2**
	Minimum wheelbase 2286mm. Minimum wheelbase for SFI Spec 25.1 Chassis 2540mm. Maximum wheelbase 3175mm. See General Regulations 4.12.
4.12	**WHEELBASE – FUNNY CAR**
	Minimum wheelbase 2540mm. Maximum wheelbase 3175mm. See General Regulations 4.12. Rear tires are not allowed to be outside body. The outside of rear tire is not to be more than 75mm inside the body. Front tread width is not allowed to be such that the outside of front tire is more than 152mm inside the bodyline. Measurements are taken from the outside of tire to the inside of fenders edge.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Racing slicks permitted. See General Regulations 5.1.
5.2	**WHEELS**
	Aftermarket wheels permitted, must be automotive-type wheels. Minimum wheel diameter: 13” (330mm). Automotive-type wire wheels permitted only on front axle of Altered type 1 cars, weighing 800kg or less. Motorcycle wheels prohibited. Altered type 2 cars: Minimum front wheel width 3.5” (89mm), front tire must suit the wheel width, and be suitable for the max. front axle weight. See General Regulations 5.2.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the Vehicle in maximum 9 seconds. Altered type 2 cars: To escape out of the Vehicle in maximum 8 seconds through the Driverside Door, or in maximum 14 seconds through the “Passengerside” Door.
6.2	**DRIVER SEAT**
	Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	See General Regulations 6.2.1
6.2.2	**INTERIOR SHEETING**
	Driver compartment interior must be aluminum, steel, or carbon fiber. Magnesium prohibited. See General Regulations 6.2.
6.3	**WINDOW NET**
	Window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code or Window net meeting SFI Spec 27.1 mandatory on all Altered type 2 cars. See General Regulations 6.3.
	7 – BODY
7.1	**AIR DAM**
	Frontal air dam only permitted on open Altereds with open wheels. Maximum projection ahead of spindle centre-line: 762mm. Width cannot exceed front tread width. Max. rise: 254mm. Spill plates permitted, not to exceed 229mm in height. Any adjustment or movement during run prohibited. See General Regulations 7.1.
7.1.2	**BODY - ALTERED TYPE 1 CARS**
	Must be identifiable with car made by automotive manufacture. Customising and other alterations permitted. Maximum overhang ahead of spindle centre-line: 762mm, for Funny Cars 1016mm. Cars with full flip-body must have a working escape hatch installed in top of body to permit easy driver exit. See General Regulations 7.1, 7.1.2 and 7.1.3
	BODY - ALTERED TYPE 2 CARS
	Sedan, coupe, roadster, estate or pick-up body-type permitted. Full-body including fenders over all wheels mandatory. Maximum overhang ahead of spindle centre-line: 1016mm. Fiberglas bodies permitted. Spoilers and Wings as in the rules for Pro Stock and Pro Modified permitted. See General Regulations 7.1. and 7.1.2.
7.1.3	**ESCAPE HATCH**
	Mandatory on all Funny Cars. See General Regulations 7.1.3
7.1.4	**BUMPERS**
	Optional; if used, must conform to original specifications. Rear bumper is not allowed to be used as wing/spoiler.
7.4	**FIREWALL, FLOOR**
	Mandatory. See General regulations 7.4 and 7.5.

7.6	**HOOD, HOOD SCOOP**
	Permitted, one opening only. May not extend more than 279mm above the height of the hood surface as measured from the top of the hood-scoop opening directly down to hood surface. Hood must be stock size and contour of original body style. Cowl section may be molded to hood. A minimum of four fasteners must be used on the leading edge of all lift-off hoods. Cars without hood, must have a flash shield, or hood scoop in place of hood. See General Regulations 1.4 and 7.6.
7.7	**WINDSCREEN, WINDSHIELD, WINDOWS**
	Convertibles and roadsters may replace windshield with windscreen. Windshield mandatory on all other cars. See General Regulations 7.7 and 7.8.
7.8	**WHEEL WELLS**
	Wheel-well alteration permitted. For Altered type 2 cars, wheel-wells must provide a complete sealed bulkhead between wheel and driver compartment.
	8 – ELECTRICAL
8.1	**BATTERIES**
	Permitted. See General Regulations 8.1.
8.2	**DELAY BOXES / DEVICES**
	Prohibited. See General Regulations 8.2.
8.3	**IGNITION**
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or “high-side” rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. See General Regulations 8.1, 8.3 and 8.5. The wire to the transbrake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labeled, and traceable.
8.4	**MASTER CUTOFF**
	Mandatory on any car with a battery. See General Regulations 8.4.
8.6	**TAIL LIGHTS**
	Mandatory. See General Regulations 8.6.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
	9 – SUPPORT GROUP
9.1	**COMPUTER/DATA RECORDERS**
	See General Regulations 9.1, 9.2 and 9.11.
9.2	**DATA RECORDER**
	Permitted. See General Regulations 9.1, 9.2 and 9.11.
9.3	**FIRE EXTINGUISHER SYSTEM**
	Minimum 2.5kg system mandatory on all cars with open driver compartment. Hand held fire extinguisher prohibited. Minimum 8.5kg system mandatory on all supercharged or turbocharged cars running on methanol. Each system must meet FIA Standard “FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars”, (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) or SFI Spec 17.1. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	**TOW VECHICLES**
	Permitted. See General Regulations 9.12.
9.14	**WARM-UPS**
	See General Regulations 9.5 and 9.14.

DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory in all open-bodied cars and Funny Cars. See General Regulations 10.3.
10.4	**CREDENTIALS**
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853/98 or 8853-2016, or SFI Spec 16.1, 16.5 mandatory. See General Regulations 10.5 and 10.11.
10.7	**HELMET**
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	**NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a neck collar meeting SFI Spec 3.3. is mandatory in all cars running 10.00 seconds and slower. A head and neck restraint device/system may be used in lieu of a neck collar. The use of a head and neck restraint device/system is mandatory in all cars running 9.99 seconds and quicker. See General Regulations 10.8
10.10	**PROTECTIVE CLOTHING**
	Mandatory. See General Regulations 10.10.

SECTION 7 - PRO MODIFIED

	DESIGNATION
	PM, preceded by car number. Classes of competition within the Pro Modified category are for supercharged, methanol-burning, turbocharged-methanol or gasoline-burning or nitrous-assisted, gasoline-burning full-bodied cars.
	CLASS WEIGHT BREAKS
	Minimum weight at the conclusion of the run, including driver: Supercharged Entries: maximum 8619cm³ *(526 in³)* – 1179kg Turbocharged Entries: maximum 8619cm³ *(526 in³)* – 1202kg Nitrous-assisted Entries: maximum 14912cm³ *(910 in³)* – 1100kg Nitrous-assisted Entries with lock-up converter: maximum 14912cm³ *(910 in³)* – 1111kg
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.1	**COOLING SYSTEM**
	Radiator permitted. Electrically driven fan and water pump permitted. See General Regulations 1.1.
1.2	**ENGINE**
	Internal-combustion, reciprocating, single-camshaft, 90° V-8 automotive-type engine mandatory. All engine combinations must a manufacturer part number present. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Max. bore center on Nitrous assisted entries is 134.62mm (5.300"). Max. bore center on turbocharged billet hemi cylinder-head entries is 122.94mm (4.840"), 127mm (5.000") on all other turbocharged entries. Max. bore center on supercharged billet hemi cylinderhead entries is 124.46mm (4.900"), 127mm (5.000") on all other supercharged entries. ~~Maximum bore center on billet hemi combinations is 124.46mm and 127mm on all other combinations.~~ ~~Maximum bore center on nitrous engines is 134.62mm.~~ ~~Only one engine permitted. Turbo combinations maximum bore center of 127mm.~~ When used, harmonic balancer must meet SFI Spec 18.1. On supercharged engines, 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. See General Regulations 1.2.
1.2.1	**CYLINDER HEADS**
	Hemi, canted-valve, or wedge cast heads permitted. Billet heads permitted. Maximum of one (1) spark plug per cylinder. Max. two valves per cylinder. Max. valve sizes on supercharged cars: intake 60.96mm (2.400"); exhaust 48.26mm (1.900"). Max. valve sizes on turbocharged cars: intake 62.23mm (2.450"); exhaust 48.26mm (1.900").
1.2.2	**ENGINE SETBACK**
	Maximum engine setback limited to 10% of wheelbase as measured from centerline of front spindle to center of front spark-plug hole
1.3	**EXHAUST SYSTEM**
	Competition type exhaust system required. Exhaust gases must be directed out of body, rearward, away from driver and fuel system. See General Regulations 1.3.
1.5	**FUEL SYSTEM**
	Aftermarket fuel cell meeting FIA Standard FT3, FT3.5 or FT5-1999 recommended. Fuel cell must be vented to outside of the body and equipped with a flash shield to isolate driver compartment. Fuel cell/tank must have positive-lock cap. Where fuel cell is used it must meet SFI Spec 28.1 or FIA Standard FT3, FT3.5 or FT5-1999. Fuel cell/tank must be mounted between framerails and enclosed in a round tube frame, minimum 1¼"x0.065" chromemoly, Titanium Grade 9 or Docol R8 tubing. Artificial cooling or heating systems (i.e. cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel-pump system, prohibited.
1.5.1	**CARBURETOR AND ELECTRONIC FUEL INJECTION**
	Any number or type of carburetors or throttle bodies may be used. Electronic fuel injection (EFI) permitted. EFI entries must have FIA-accepted ECU, software and firmware if integrated Data Recorder is used. See General Regulations 9.1 and 9.11.
1.5.2	**INTAKE MANIFOLD**
	Manifold burst panel mandatory on all entries. Supercharged and turbocharged entries must have a manifold burst panel meeting SFI Spec 23.1. Nitrous-assisted entries must have an FIA-accepted intake restraint system.
1.6	**FUEL**
	FIA-accepted unleaded racing gasoline or methanol mandatory. Unleaded gasoline, ethanol, methanol with nitrous oxide permitted. The use of propylene oxide and/or nitromethane is prohibited. See General Regulations 1.6.
1.6.1	**NITROUS OXIDE**
	The use of Nitrous Oxide is prohibited on supercharged and turbocharged cars. Maximum of two (2) bottles, with a 6.8kg maximum per bottle. Each Nitrous bottle must be equipped with a safety relief valve which is vented to the outside of the driver~~s~~ compartment. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum CE or DOT-1800 pound (124 bar) rating. Commercially available, thermostatically controlled, blanket-type heater accepted. Any other external heating of bottle(s) is prohibited. See also General Regulations 1.6.

1.8	**LOWER CONTAINMENT DEVICE**
	All entries must be equipped with a properly fitting lower-engine ballistic/restraint device meeting SFI Spec 7.1. An engine oil-retention pan is mandatory. Minimum material size is 1.3mm aluminum or 1mm carbon fiber/Kevlar. The engine oil retention pan must run from in front of the front motor plate to in front of the rear motor plate and to just inside or outside the lower frame rails. Engine oil retention walls must be a minimum of 51mm high. Front and rear walls must be "curved" toward the oil pan a minimum of 13mm to keep the oil in the oil retention device. A non-flammable, oil-absorbent material is mandatory inside of the retention device. See General Regulations 1.8.
1.9	**OIL LINES / SYSTEM**
	All pressurized flexible oil lines must pass a minimum 20.7 bar *(300 psi)* 30-second pressure test. See General Regulations 1.9.
1.10	**SUPERCHARGER**
	Standard or high helix Roots-type mandatory. Maximum size: 14-71. Screw-type and centrifugal-type supercharger prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 381mm. Offset drive pulleys may not be used to add to the accepted measurement. All manifold configurations and supercharger locations must be accepted prior to competition. The use of spacers, modified cases, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. ~~Supercharger restraint system meeting SFI Spec 14.2 mandatory, including injector restraint straps. Supercharger belt guard mandatory and must shield both oil and fuel lines.~~ Maximum supercharger overdrive on all combinations is 16,5%. Manufacturer's identification must be clearly visible on all drive pulleys. Intercoolers, variable multi-speed supercharger devices, prohibited. Nitrous oxide injection with supercharged engines prohibited. Cast or billet cases permitted. The top opening of case may not exceed 305mm in length and 127mm in width. Supercharger openings must be fixed from leaving the water box (Burnout Box) until the end of the run. See General Regulations 1.10.
1.10.1	**TURBOCHARGER**
	Single 120mm or twin 91mm turbochargers maximum. Intercoolers prohibited. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. All turbochargers must meet SFI Spec. 61.1. Nitrous oxide injection with turbocharged engines prohibited. Maximum permitted turbo boost is 36 psi. Boost controller manufactured by Hyperaktive Performance Solutions, part No. PMBL is mandatory. No other boost controller or form of boost control permitted. Must be installed per manufacturer's instructions. Any modification to or any attempt to disable or defeat the boost controller is prohibited. Any attempt to corrupt or delete data associated with the boost controller is prohibited. Maximum boost may only be set by FIA officials.
1.10.2	**CENTRIFUGAL SUPERCHARGER**
	Prohibited.
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Supercharger restraint system meeting SFI Spec 14.2 mandatory, including injector restraint straps. Supercharger belt guard mandatory and must shield both oil and fuel lines. See General Regulations 1.11.
1.12	**THROTTLE**
	Throttle control must be manually operated by the driver's foot. Electronics, pneumatics or hydraulics are ~~is~~ permitted for start- line/staging rpm limiters only. See General Regulations 1.12.
1.13	**VENT TUBES**
	All tubing material must be flame-resistant and be FIA-accepted prior to use.
1.14	**VALVE COVERS**
	Metal valve covers, using all attachment bolt holes, mandatory on all cars. See General Regulations 1.14
	2 – DRIVETRAIN
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD AND MOTOR PLATE**
	Flywheel and clutch meeting SFI Spec ~~1.3,~~ 1.4, or 1.5, three (3) discs maximum with a maximum disc diameter of 279.40mm (11") or four (4) discs with a maximum disc diameter of 203.20mm (8"). Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory. When an OEM or aftermarket automatic transmission is utilized, an SFI Spec 6.2, 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory. Maximum depth of flywheel shield: 238.76mm (9.400"). Clutch must be manually operated by the driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throwout bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. See General Regulations 2.3, 2.5, 2.6 and 2.8. The motor plate must be attached to the chassis using at least two *(2)* welded mounting points with minimum 10mm Grade 8 (12.9) bolts and full nuts. At least two (2) additional welded mounting points (using the motor plate, front block plates, etc) are required to secure the engine to the chassis also with minimum 10mm Grade 8 (12.9) bolts and full nuts.
2.4	**DRIVELINE**
	Driveshaft should be fabricated from a minimum 76x2.11mm (3"x0.083") chrome moly or Docol R8 tube or meet SFI Spec 43.1. May be modified or fabricated to fit altered units. Front-wheel drive may be converted to rear-wheel drive. Each end of driveshaft must have rounded 360° driveshaft loops within 152mm of the U-joints. Full 360° driveshaft tube mandatory over the yoke, extending from the transmission tail shaft rearward a minimum length of 229mm. Minimum thickness of the driveshaft tube housing is 1.3mm chrome moly, titanium or Docol R8. Two (2)-piece design accepted with minimum six (6) 10mm Grade 8 bolts. See General Regulations 2.4.
2.11	**REAR END**
	Aftermarket full-floating axle assembly mandatory. Aftermarket axles with minimum 16mm diameter studs and axle-retention device mandatory. Welded spider gears prohibited. Final rear-end gear ratio (numeric) higher than 4.57:1 prohibited on supercharged cars. See General Regulations 2.11.

2.12	**TRANSMISSION**
	Aftermarket planetary, clutchless, automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Supercharged and Turbocharged entries limited to maximum of three forward speeds and one reverse; nitrous-assisted entries limited to a maximum of five forward speeds and one reverse. Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory. All entries utilizing an automatic transmission must be equipped with a neutral safety switch and a reverse lockout. Bolt together torque converters must be through bolt design using a minimum Grade 8 (10.9) bolt with lock nut. Transmission brake permitted on all converter-equipped entries, electric transbrake release system only. ~~All entries using a torque converter must utilize a belly pan for the transmission, see BODY: 7, BELLY PAN~~Lockup converters are prohibited on supercharged and turbocharged combinations. Lockup converters are permitted on nitrous-assisted combinations. Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated, timer type, with pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. Alternative transmission staging device permitted on converter cars. Manipulation of transmission- or converter oil pressure or volume other than at the startline is prohibited. Transmission oil pressure manipulation control must be disarmed and non-functional upon the release of the transbrake or any other device used when launching the car. See General Regulations 2.12, 2.13 and 2.14.
2.14.1	**BELLY PAN**
	~~Engine Belly Pan Mandatory on all cars.~~ Transmission Belly Pan mandatory on all entries using a Torque Converter or an automatic transmission. Pan must extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft. Non-flammable, oil absorbent liner is mandatory inside of belly pan.
	3 – BRAKES AND SUSPENSION
3.1	**BRAKES**
	Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic brakes mandatory. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory on rear wheels for cars constructed in January 2012 or later. Brake lines must be out of flywheel and driveline area. Dual master cylinders mandatory; must be mounted above framerails. Steel and/or braided steel brake lines mandatory. Line-loc systems permitted. Two (2) line-loc solenoids and one (1) button permissible. Using the line-loc for traction control is prohibited. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. See General Regulations 3.1.
3.3	**STEERING**
	Stock-type steering in conventional location mandatory. A quick-release mechanism for the steering wheel is mandatory. ~~A quick-release mechanism is compulsory and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodisation or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.~~ ~~Alternatively, a quick-disconnect steering wheel adapter meeting SFI Spec 42.1 may be used.~~ ~~Minimum steering-wheel diameter 279mm~~. See General Regulations 3.3 and 4.1
3.4	**SUSPENSION**
	Full automobile production systems mandatory. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel for a maximum of four per car. Fabricated units permitted. Lightening of stock components prohibited. Rigid-mounted suspensions or straight front axles prohibited. Minimum travel front and rear 25mm. 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 (ie. magnetically charged fluid), is prohibited. Electrically or pneumatically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before run. Only one 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 data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on the control box prohibited once car reaches the burn out area. All wiring must be visible and easily traceable for technical inspector. Control boxes must be FIA-accepted. Accepted boxes are the old Koni and the Koni/MSD. Bottom of shock/strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3.4.
3.5	**WHEELIE BARS**
	Permitted. Maximum 2642mm as measured from centerline of rear-end housing to center of wheelie-bar wheel. See General Regulations 3.6. ~~Wheels must be non-metallic.~~
	4 – FRAME
4.2	**BALLAST**
	Permitted. Maximum allowable ballast 113kg. Any ballast mounted on, or in front of, forward crossmember is limited to 13,6kg maximum, including bracket. Maximum length of bracket 305mm, measured from the front of the crossmember. Maximum distance from front motor plate to front of bracket is 914mm. Bracket may be constructed of either minimum 31.75x1.47mm (1¼”x0.058”) round chrome moly tubing with minimum four (4) 10mm diameter SAE Grade 8 bolts for attachment, or of minimum 6mm 6061 T6 aluminum plate with minimum four (4) 12mm SAE Grade 8 bolts for attachment. All other weight bars, pucks, etc. must use minimum 12mm diameter SAE Grade 8 bolts for attachment. See General Regulations 4.2.
4.3	**HELMET SHROUD**
	If a Funny Car style helmet shroud (optional) is used, all bolts retaining panels to the roll-cage need to be a 13mm 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 easy removal of the shroud once accessible front hex head bolts are removed. See General Regulations 4.3.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.

4.8	**PARACHUTE**
	Two *(2)* 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 with 12mm sleeved 12.9 (grade 8) bolts. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	**ROLL-CAGE**
	Chassis must meet SFI Spec 25.1H. Upper rear engine mounting minimum O.D. 31.75x1.47mm (1¼"x0.058") mandatory on cars without double frame rails. An additional panel*(s)* of 0.8mm aluminum, 0.6mm steel or carbon fiber must be installed in the roll-cage roof area. The panel(s) must, at a minimum, extend from the driver~~'s~~ side roof bar to the centerline of the car. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. See General Regulations 4.11. ~~If a Funny Car style helmet shroud (optional) is used, all bolts retaining panels to the roll-cage need to be a 13mm *(½")* 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 easy removal of the shroud once accessible front hex head bolts are removed.~~
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6. ~~Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory.~~ ~~Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.~~
4.12	**WHEELBASE**
	Minimum 2540mm, maximum 2921mm. Full-size trucks, maximum 3556mm. S-10, Dakota, Ranger, maximum 3175mm. Maximum variation from left to right is 51mm. See General Regulations 4.12.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Tires may not extend outside body line. Minimum rear tire circumference 2768mm at tire pressure 0.35 bar *(5psi)* on supercharged cars. Maximum height of front tires is 635mm. See General Regulations 5.1.
5.2	**WHEELS**
	SFI Specs 15.1 or 15.3 rear wheels measuring 16"x16" with double bead locks or liners mandatory. Modification and/or lightening prohibited. Wheel discs or covers prohibited. See General Regulations 5.2.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver~~s~~ Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the car in maximum 8 seconds through the Driverside Door, or in maximum 14 seconds through the "Passengerside" Door. See General Regulations 6.1.
6.2	**DRIVER~~'S~~ SEAT**
	Mandatory, must be minimum 610mm high. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. See General Regulations 6.2.1.
6.2.2	**INTERIOR SHEETING ~~SHEET METAL~~**
	Driver compartment interior must be aluminum, steel, or carbon fiber. Magnesium prohibited. Interior sheeting ~~Sheet metal~~ may not extend into rear window any higher than wheel tubs. Trunk must be completely separated from driver compartment with a firewall. See General Regulations 6.2.2
6.3	**WINDOW NET**
	Window net meeting SFI Spec 27.1 or a window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory. See General Regulations 6.3.
	7 – BODY
~~7.1~~	~~**BELLY PAN**~~
	~~Engine Belly Pan Mandatory on all cars.~~ ~~Transmission Belly Pan mandatory on all entries using a Torque Converter or an automatic transmission. Pan must extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft. Non-flammable, oil absorbent liner is mandatory inside of belly pan.~~
7.1	**WING**
	Rear wing or spoiler must be accepted by FIA prior to competition. No part of rear wing or spoiler may be higher than the roof line unless OEM was higher. Adjustment during run prohibited. See General Regulations 7.1.

7.1.2	**BODY**
	Both doors must be functional from inside and outside. One-piece or Funny Car-type bodies prohibited. Front overhang not to exceed 1143mm measured from the center of the most forward front spindle, to the most forward point of the bodywork. If front overhang of selected body is less than the maximum of 1143mm, an extension accepted by the ASN Technical Director may be added to reach the maximum length. Any non metallic front-end body parts (forward of firewall) must be covered with SFI 54.1 flame retardant coating. The coating must be applied according to the manufacturer's specifications and recommendations. No holes permitted in rear of body. Two hinged openings with total maximum of 774,2cm^2 permitted. Maximum 25mm rocker panel extensions and fender flares (lips) permitted. Lip may not extend beyond forward half of wheel opening. All windows must be retained with 50% of original cowl showing. New car plans must be submitted to ASN Technical Director for design approval prior to body construction, along with three photos of completed body prior to painting. All models must be accepted prior to competition. If a particular body style is creating a condition that is detrimental to the variety of the eliminator, adjustments may be made at any time, at the discretion of FIA Drag Racing Commission. All entries must incorporate a metal deflector (firewall extension) between the fenders and leading edge of the doors such that fire, liquids, etc., cannot come around the edge of the firewall and into the driver~~s~~ compartment. Rear wheel wells must provide a bulkhead between wheels and driver compartment.
7.4	**FIREWALL**
	Minimum 0.6mm steel or titanium firewall mandatory. Moving the stock firewall rearward for engine installation permitted. Aluminum, magnesium, or composite material prohibited. See General Regulations 7.4.
7.5	**FLOOR**
	Driver~~s~~-side floor pan must be a minimum of 0.6mm steel and must be welded in place. Remainder of floor must be 0.6mm steel, 0.8mm aluminium or carbon fiber. Magnesium interior panels prohibited. See General Regulations 7.5.
7.6	**HOOD, HOOD SCOOP AND INJECTOR SCOOP**
	Permitted, one opening only. May not extend above the roof line. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. Nitrous-assisted entries must utilize either a hood scoop or cowl hood to completely cover carburetors. Throttle bodies only may be exposed on fuel-injected nitrous-assisted entries. Supercharger style injector scoops are not permitted on nitrous-assisted entries. On supercharged entries, injector scoop may not extend more than 406mm forward of the center of the forward engine cylinder, may not extend more than 254mm behind the center of the rear engine cylinder, and the top of the injector scoop may not be more than 38mm above the horizontal roof line. Burst panel on top of hood scoop permitted. See General Regulations 7.6.
7.8	**WINDSHIELD, WINDOWS**
	Full windows mandatory, 3mm polycarbonate material, such as Lexan MR 4000, permitted. Windows must be closed; need not be operative. Cutting and/or notching windshield permitted if covered by hood and/or scoop. The side windows on all entries must have a minimum 102mm diameter opening adjacent to the driver (1 per side). See General Regulations 7.8
	8 – ELECTRICAL
8.1	**BATTERIES**
	Maximum total weight wet, fully charged, including battery box: 45.4kg. ~~If mounted inside driver compartment, battery must be located in a sealed 0.6mm steel or titanium, or 0.8mm aluminum box.~~ The use of remote-mounted battery packs permitted for starting purposes only. Onboard starter optional. See General Regulations 8.1.
8.2	**DELAY BOXES / DEVICES**
	Prohibited. See General Regulations 8.2.
8.3	**IGNITION**
	Maximum one *(1)* magneto or distributor, maximum one *(1)* spark plug per cylinder. Magneto systems are limited to a single 44-amp maximum output system. The use of MSD 8973 unit is permitted on supercharged and turbocharged entries. The use of MSD 7531 unit is permitted on nitrous-assisted entries only. Electronic starting line rpm limiters *(two-steps)* and MSD 7730 Power Grid units are permitted on all entries. See General Regulations 8.3.
8.4	**MASTER CUTOFF**
	Master electrical cutoff switch required, must be marked "push off". See General Regulations 8.4.
8.6	**TAILLIGHT**
	One functional taillight mandatory. See General Regulations 8.6.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
	9 – SUPPORT GROUP
9.1.1	**AUTOMATED SHIFTERS**
	Prohibited.
9.1.2	**SHUTOFF DEVICE**
	All Entries are required to have a properly installed and operational Electrimotion Pro Mod Shutoff Controller *Kit (part number SB001) and Electrimotion Shutoff Receiver (part number RF001).* Nitrous assisted cars are required to have an additional 1 bar *(14 psi)* manifold pressure switch or an equivalant operating device connected to the Fire Bottle trigger input. The Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver must be properly installed (see Drawings 31 to 35 and manufacturer's instructions). All Entries equipped with an electric fuel pump must have the fuel pump power source looped through the Safety Shutoff device. Modifying or tampering with the Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver is prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.

9.2	**DATA RECORDERS**
	Data recorders are permitted, must be standalone, FIA-accepted, and used for information gathering only. Data Recorder (non standalone) as part of the ECU permitted within specified ECU's: See General Regulations 9.1 for permitted ECU's, Soft and Firmware. Digital dash display permitted. Ride height sensors permitted, may only be connected to the data recorder. See General Regulations 9.1, 9.2 and 9.11.
9.3	**FIRE EXTINGUISHER SYSTEM**
	Minimum 8,5kg fire extinguishing system meeting SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory. System must be divided so that a minimum of 6,2kg is dispersed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 2,3kg or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. The System must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. All cars are required to have a pneumatic cylinder or an electronic device (FIA approved) which is activated by the fire system that will activate the master kill switch, or isolator switch, and shut off the engine when the fire system is activated. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.8	**PRESSURIZED BOTTLES**
	Maximum one (1) pressurized container per car (excluding fire system, nitrous, and fresh-air system bottles). See General Regulations 9.8.
9.12	**PUSH OR TOW VECHICLES**
	Permitted. See General Regulations 9.12.
9.14	**WARM-UPS**
	See General Regulations 9.5 and 9.14.
	10 – DRIVER
	ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.4	**CREDENTIALS**
	Valid FIA competition license mandatory. ~~See General Regulations 10.4.~~ See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum six (6)-point driver restraint system meeting FIA Standard 8853/98, 8853-2016 or SFI Spec 16.1, 16.5 installed according to the manufacturer's instructions mandatory. See General Regulations 10.11 and 10.5.
10.7	**HELMET**
	For all cars, a full-face helmet and visor is mandatory. ~~meeting FIA Standards 8858-2002 or 8858-2010 or 8859-2015 or 8860-2004 or 8860-2010 or 8860-2018 or Snell SA2010, SAH2010, SA2015, SA2020 or SFI 31.1/2010, 31.1/2015, 31.1/2020~~. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer's instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclavas meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. ~~See General Regulations 10.7.~~
10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8. ~~The device/system must display a valid label.~~ ~~At all times that the driver is in the race car, from the burn-out until the car is on the return road, driver must properly utilize an head and neck restraint device/system meeting FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock/balaclava or skirted helmet is mandatory.~~
10.10	**PROTECTIVE CLOTHING**
	Driver`s suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/20, footwear meeting SFI Spec 3.3/20 mandatory. All jacket/pants or suits meeting SFI Spec. 3.2A/20 must be recertified every five (5) years. (Label must indicate year 2017 or later). A head sock/balaclava meeting SFI Spec 3.3, FIA Standard 8856-2000 or 8856-2018 or a skirted helmet meeting SFI Spec 3.3 is required on all cars. See General Regulations 10.10.

SECTION 8 – TOP METHANOL DRAGSTER

	DESIGNATION
	TMD, preceded by car number. Reserved for supercharged, methanol-burning and injected nitromethane/ methanol-burning dragsters built specifically for drag racing competition. Cars are weighed at conclusion of run, including driver.
	CLASS WEIGHT BREAKS
	Non-supercharged, single engine: 2.3kg *(5 lb)* or more per 16.39cm³ *(in³)* weight break *(0.1384kg/cm³)* Minimum displacement: 6718cm³ *(410 in³)* / Maximum displacement: 7472cm³ *(456 in³)* Required minimum weight: 963kg Supercharged, single engine, with Roots-type supercharger: Maximum displacement: 8652cm³ *(528 in³)* / Required minimum weight: 895kg Supercharged, single engine, with Screw-type supercharger: Maximum displacement 7636cm³ *(466 in³)* / Required minimum weight 929kg Competitors may continue to use larger engines by adding *2.3kg (5 lb)* for each additional *16.39cm³ (1 in³)* to the required minimum weight. All fuels other than nitromethane and methanol prohibited. Nitromethane content restricted to 97% maximum. Only methanol permitted on supercharged engines.
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Any internal-combustion reciprocating, single-camshaft, automotive-type engine permitted. Maximum bore center spacing 122.94mm (4.840”). Dry-sump oil system permitted. OEM production line overhead cam engines permitted. Engine must be equipped with a lower-engine-ballistic/restraint device meeting SFI Spec 7.1. The lower-engine-ballistic/restraint device must be specific for the oil pan and pump configuration being used and must fit according to the requirements of SFI Spec 7.1 and be used as appropriately designed for the specific application. 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 become 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. Any modifications or alterations to engine blocks, cylinder heads, and engine components, are deemed to be a change in design and therefore prohibited. This includes any redesign, reconfiguration, and/or significant modification to existing components. Refer any development, redesign, reconfiguration, and/or modification questions with respect to parts to the FIA to determine whether permitted or prohibited. All large (valve covers, intake manifolds, superchargers, headers, heads, blocks, etc.) and all moving engine components are restricted to aluminum, steel, iron, titanium, magnesium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium or other extraordinary materials prohibited. Metal, fiberglass, or carbon fiber injector hats and/or injector scoops are permitted. Any modifications or alterations to cylinder blocks, head designs, and engine components are deemed to be a change in design and therefore prohibited. This includes any redesign, reconfiguration, and/or modification to exisiting components. Refer any development, redesign, reconfiguration, and/or modification questions to the FIA. For a complete list of cylinder blocks and head designs that are permitted in FIA competition, contact the FIA. See General Regulations 1.2. All engine combinations must adhere to all of the following criteria: 1) Maintain interchangeability of existing parts (i.e., cranks, cams, manifolds, valve covers, rocker assemblies, etc.) 2) Maintain general combustion-chamber configuration (e.g., Hemi, canted valve). Fuel injection directly into cylinder prohibited 3) Maintain original cylinder orientation in reference to centerline of crankshaft 4) Retain cylinder head, timing cover, intake manifold, exhaust manifold, valve-cover bolt pattern; additional bolts/studs/dowels may be used 5) Retain as cast/forged minimum block wall and web/rib thickness A current list of Methanol head specifications can be requested from the FIA Technical Department.
1.2.1	**CYLINDER HEADS**
	Aftermarket billet heads permitted. Maximum two (2) valves per cylinder; maximum two (2) spark plugs per cylinder.
1.3	**EXHAUST SYSTEM**
	Competition exhaust permitted. Exhaust must be directed to rear, away from driver and fuel tank.
1.5	**FUEL SYSTEM**
	Fuel lines must be isolated from driver compartment by a subfloor or housing where engine is located in rear and fuel tank is in front of driver. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. Fuel cells permitted. Maximum two *(2)* fuel pumps. Electronic or electrically controlled fuel system prohibited. The use of propylene oxide and/ or nitrous oxide is prohibited. The fuel temperature from the staging lane to the fuel check after completion of the run must not be lower than 7° C (45° F). Should ambient temperature be less than 7° C (45° F), fuel temperature may not be less than ambient. Failure to pass the minimum fuel temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer’s pit. Failure to pass the minimum fuel temperature check after a run will result in the disqualification of that run. Insulated fuel tanks permitted. Insulation is permitted on main fuel line only from tank to fuel pump. Fuel gauge lines in the driver’s compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver’s compartment must be hydrostatically pressure tested at 51,8 bar *(750 psi)* for 30 seconds. See General Regulations 1.5 and 1.6.
1.5.2	**INJECTOR SCOOP**
	Maximum injector scoop opening of 929cm² *(1 ft²)*, with top of opening no higher than 610mm above the top of roll cage. Scoop may not extend more than 457mm forward of the center of the forward engine cylinder, may not extend more than 305mm behind the center of the rear engine cylinder, and may not exceed 610mm in width.

1.8	**OIL-RETENTION DEVICE**
	Engine oil-retention pan mandatory. Minimum material, 1.3mm aluminum or 1mm carbon fiber/Kevlar. Pan must extend forward a minimum of 25mm from the front face of the lower pulley and may not extend rearward more than 152mm beyond the rear-end housing. Pan may be no wider than outside edge of the bottom frame rails and must extend to the top of the upper frame rails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 102mm high bulkheads for oil retention during acceleration and deceleration. Front bulkhead must be forward a minimum 25mm of the lower blower pulley, and rear bulkhead must be behind the rear of the bellhousing. Bulkheads must be “coved" toward oil pan to assist oil in staying within the confines of the bulkheads. A non-flammable, oil-absorbent liner mandatory inside of retention device. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. See General Regulations 1.8.
1.9	**OIL LINES**
	All flexible-pressure oil lines, excluding return lines and any line 2,1 bar *(30 psi)*, or lower in pressure, must use a factory-crimped connection and be pressure-tested. All testing must be hydrostatic for minimum 30 seconds at 20,7 bar *(300 psi)*. Quick disconnect, plastic, and nylon lines are prohibited. All of the lines must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads. See General Regulations 1.9.
1.10	**SUPERCHARGER**
	Roots-type maximum size: 14-71, 565mm case length, 286mm case width, 483mm rotor length; maximum rotor diameter: 149mm including fixed stripping. The case must be one-piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Helix is restricted to a maximum rotor spiral of 2.56º/cm of rotor length. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 55mm, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 381mm. Maximum overdrive limit for Roots Superchargers is 1:1.70. Manifold burst panel meeting SFI Spec 23.1 mandatory. ~~The use of spacers, modified cases, offset drive pulleys, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. All manifold locations must be accepted prior to competition. Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.2 mandatory.~~ Screw-type superchargers must meet SFI Spec 34.1. Billet cases prohibited. Only PSI Type “**D**” Screw type Superchargers are permitted. Maximum overdrive limit for Screw type Superchargers is 1:2.28. Manifold burst panel meeting SFI Spec 23.1 *(in addition to panel in supercharger)* mandatory. ~~Screw-type superchargers must meet SFI Spec 34.1 and be re-inspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. Billet cases prohibited.~~ ~~Supercharger restraint straps must be covered with a fire-resistant material. Maximum overdrive limits are 2.28 for PSI and 1.70 for Roots Superchargers.~~ ~~Only PSI Type “**D**” Screw Type Superchargers are permitted.~~ ~~The blower restraint straps and fuel lines must be installed in such a way that when the restraint straps are fully extended no load is placed on any of the fuel lines.~~ Variable multi-speed supercharger devices prohibited. Supercharger must be in conventional location above the intake manifold and cylinder heads. The use of spacers, modified cases, offset drive pulleys, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. All manifold locations and supercharger modifications must be accepted prior to competition. Placement of any object or device below the upper mating surface of the supercharger, intended to alter air flow characteristics is prohibited (e.g. axial top insert plate/shoes, dividers, etc.). See General Regulations 1.10. ~~Turbocharger(s) prohibited.~~
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations 1.11
1.12	**THROTTLE**
	Throttle-actuating method on rear-engine cars must be protected where it passes blower drive. Throttle control must be manually operated by the driver’s foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Dual throttle springs, one on each end of all injector throttle shafts that extend through both ends of the injector body, mandatory. A mechanical device for controlling engine rpm during burnouts may be attached to the injector or throttle linkage but may not be driver controlled. See General Regulations 1.12.
1.13	**VENT TUBES - BREATHERS**
	FIA-accepted catch can/vent tube system mandatory. Twist-on/ quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin, etc. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Minimum 32mm inside diameter hoses are required from each valve cover to the catch can inlets and/or frame rails and from each frame rail outlet to both catch can inlets. Minimum catch can(s) capacity is a 7.6 ltr (2 gal) sump. Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two (2) 29mm inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two (2) 29mm inside diameter openings (or equivalent area). Vent tubes must be unobstructed from the interior of the valve cover to the interior of the catch can; i.e., no orifices, reduced areas, filler materials, etc. Pan/crankcase vacuum systems, of any description, are prohibited. See General Regulations 1.13.
1.14	**VALVE COVERS**
	Cast or ~~fabricated~~ metal valve covers using all attachment bolt holes mandatory. Valve-cover restraints meeting SFI Spec 14.4 mandatory on all non-supercharged, nitromethane-burning engines. Valve-cover gaskets, O-rings, etc. must be completely bonded/glued to either the valve cover or cylinder head sealing surface. Vent tube adapters on the valve covers must either be fully welded to the valve covers or incorporate a gasket or O-ring that is bonded/glued to either the adapter or the valve cover. Valve covers must be fastened to the cylinder heads with studs and nuts in lieu of bolts where possible. Spark-plug tubes that penetrate the valve covers must have a restraining device to contain the spark-plug tube in the valve cover in the event the spark plug is discharged.

2 – DRIVETRAIN	
2.1	**ANTI-BLOWBACK DEVICE**
	Anti-blowback device mandatory. See General Regulations 2.1.
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory on all cars. Three (3) discs maximum on supercharged, methanol-burning cars. Four (4) discs maximum on injected nitromethane cars. Maximum depth of flywheel shield: 239mm inside. Clutch must be manually operated by the driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. Clutch/bellhousing exhaust filter mandatory. See General Regulations 2.3, 2.5, 2.6 and 2.8.
2.11	**REAR END**
	Aftermarket full-floating or live axle assembly mandatory. Maximum (numeric) gear ratio 4.58 for big-block, screw-supercharger-equipped cars; 4.72 for big-block, Roots-supercharger-equipped cars; 4.90 for small-block car regardless of supercharger. Minimum (numeric) gear ratio, 2.90 for non-super-charged, nitromethane burning cars. See General Regulations 2.11.
2.12	**TRANSMISSION**
	Transmission prohibited in non-supercharged, nitromethane burning class. OEM or OEM-modified transmissions prohibited in all classes. Aftermarket planetary transmission permitted in supercharged classes, limited to two (2) units (three (3) speeds). Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting CE or DOT-1800 pound (124bar) rating and permanently mounted (hose clamps or tie wraps prohibited). The use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (three-speed maximum) with an electric-only trans brake is permitted. The unit must be FIA-accepted. Lockup converters prohibited. The use of a delay box/device is prohibited. The use of any automated rpm-control device during the staging process is prohibited. An aftermarket flexplate (with no starter ring gear) meeting SFI Spec 29.2 or a solid-steel converter driveplate, a flywheel shield meeting SFI Specs 6.1, 6.2, or 6.3~~, and an aftermarket one-piece transmission shield (covering the transmission units and the reverser) meeting SFI Spec 4.1~~ are required. See General Regulations 2.12 and 2.14.
2.12.1	**TRANSMISSION SHIELD**
	A one-piece ballistic shield meeting SFI Spec 4.1, covering all unit's including reverser mandatory. ~~Must meet SFI Spec 4.1.~~ ~~See General Regulations 2.13.~~
3.1	**BRAKES**
	Automated brakes prohibited: application and release of brakes must be a function of the driver. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic brakes. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake pads mandatory; all other materials prohibited. Handbrake, if used, must be located inside body or driver compartment. Handbrake handle must be constructed of minimum 8mm thick by 25mm wide aluminium, steel, or titanium. Lightening of handbrake handle (i.e. holes, machining, etc.) prohibited. Steel brake lines mandatory. FIA-accepted fireproof brake line covering mandatory on all flexible connection lines. Brake lines passing engine or blower drive must be shielded. See General Regulations 3.1.
3.3	**STEERING**
	A quick-release mechanism for the steering wheel ~~A quick-release mechanism is compulsory and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodization or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.~~ ~~Alternatively, a quick-disconnect steering wheel meeting SFI Spec 42.1~~ or a removable (via quick-release pins) steering box cross member mandatory. Utilization of a pinned steering cross member in lieu of an quick-release mechanism for the ~~SFI quick disconnect~~ steering wheel prohibited on front engine cars. ~~A device must be used to prevent a long steering shaft from injuring driver in case of frontal impact. Plating of steering components prohibited on all cars.~~ See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Front suspension optional. Plating of front suspension components prohibited on all cars. See General Regulations 3.4.
3.6	**WHEELIE BARS**
	Mandatory; must be functional. Maximum height 102mm measured from racing surface to bottom of wheel. See General Regulations 3.6. ~~Wheels must be non-metallic.~~
4 – FRAME	
4.2	**BALLAST**
	Permitted. Maximum TOTAL ballast (welded or bolted) 113kg. See General Regulations 4.2.

4.3	**DEFLECTOR PLATE / HELMET SHROUD**
	All cars must have a rear roll-cage shroud. A one-, two-, or three-piece shroud is acceptable. The shroud must be constructed of minimum 1.9mm (0.075") Grade 2 ASTM-B-265 titanium or 2.28mm (0.09") 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three (3) 8mm Grade 8 bolts and bosses per side, to the top with one (1) 8mm Grade 8 bolt and boss, and to the rear bars with a minimum of two (2) 8mm Grade 8 bolts and bosses per side. Bolt heads must be 13mm hex-style head. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. FIA-accepted helmet shrouds must be made as a one-piece shroud; a two-piece shroud, where each half must overlap; or a three-piece shroud that includes two side shields and the center section. All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible roll-cage structure. On the bottom, the entire shroud must extend fully down to the centerline of the shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars. When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 19mm per side. On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 19mm at any point and must overlap each side a minimum of 38mm. The side shrouds must extend to the centerline of the rear hoops. The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop to the extent that protective equipment cannot inadvertently catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop (see Drawing 27). A deflector plate, minimum 3mm 6061 T6 aluminium or 1.6mm steel or titanium, must be installed between roll-cage and engine. The deflector plate must extend from 25mm above top blower pulley to 25mm below bottom pulley and be a minimum 254mm wide from shoulder bar to highest point. On any enclosed engine/ driver configuration, a full bulkhead must be installed to completely seal driver from the engine. Minimum attachment for any plate is four *(4)* 8mm Grade 8 bolts. Bolt heads must be 13mm hex-style head. All deflector plates must be stamped by manufacturer of the bulkhead to certify that the proper material was used. The stamp must be in a location for easy inspection. See General Regulations 4.3.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Dual parachutes mandatory. Two (2) separate shroud line mounting points mandatory with sleeved 12mm minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 4.75mm 4130 steel. Two (2) FIA-accepted parachute tethers are required and each must be routed through each shroud line end loop and be attached as per manufactures instructions. FIA-accepted parachute tethers: Amick Race Car Restraints part number PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one (1) tether is required, which must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. The parachute floor must be flat and may not extend more than 152mm rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	**ROLL-CAGE**
	Chassis must meet SFI Spec 2.1A (rear-engine cars), SFI Spec 10.1E (front engine, driver in front of rear end) or SFI Spec 2.2C (front-engine cars, driver behind rear end). Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. All wiring must be external of the frame rails; the routing of cables, hydraulic, or pneumatic lines inside the chassis is permitted. See General Regulations 4.4, 4.11 and 10.6.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6. ~~Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory.~~ ~~Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.~~
4.12	**WHEELBASE AND FRONT TREAD WIDTH**
	Minimum 3810mm ; maximum 7620mm on long side. Maximum wheelbase variation from left to right: 51mm. Minimum front tread width 660mm.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Tires must be specified for racing use by manufacturer. Maximum rear tire: 18" (457mm) wide by 118" (2997mm) circumference, minimum circumference 108" (2743mm). Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures. Minimum diameter of front tires 13" (330mm). See General Regulations 5.1.
5.2	**WHEELS**
	Rear wheels meeting SFI Spec 15.1 or 15.3 mandatory; maximum width: 16" (406mm). Wire wheels prohibited. Rear-wheel discs or covers prohibited. Use of an inner liner mandatory on non-beadlock wheels. See General Regulations 5.2.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver~~s~~ Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the car in maximum 7 seconds.
6.2	**DRIVER~~'S~~ SEAT**
	Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. See General Regulations 6.2.1.

7 – BODY	
7.1.1	**WINGS AND SUPPORTS**
	All rear wing supports must meet SFI Spec 2.1A. Wing configuration limited to one (1) only, with maximum three elements. Combined total area of rear wing (total of all stages and/or elements) restricted to 3548cm^2 *(550 in^2)* minimum, 9677cm^2 *(1500 in^2)* maximum. Trailing edge of rear wing may not extend more than 1270mm behind centerline of rear axle. Maximum height of any wing as measured vertically from the trailing edge of wing to ground is 2286mm. Strut mounting points may not be forward of motor plate. No part of the Wing to be within 153mm of Rear tire. All fasteners associated with attaching, mounting or supporting the wing and wing structure (i.e. all struts) must be installed such that they are in double shear. Ball-lock pins prohibited for attachment. Any adjustment or movement during run prohibited. Any pressurization of wing struts prohibited. Spill plates must be flat, vertical, and parallel. Maximum thickness, 10mm. Lips of any kind prohibited. Wicker permitted, maximum 6.35mm. Spill plate must attach to wing or air foil at right angle, radius at joint prohibited. Maximum spill-plate dimensions, 559x559mm. For all cars, an independent cable must be wrapped around each side of the main element of the rear wing and be connected to both parachute release cables such that if the main element separates from the support or if either end of the main element is broken off, both parachutes will automatically deploy. The cables must be wrapped around the main element on the outside of the support structure and be secured (i.e. taped, hardwired, etc) to the main element to keep the cables form sliding on the wing.
7.1.2	**BODY**
	Body and cowl must be metal, carbon fibre, or fiberglass. Driver compartment, frame structure, roll bars, and body must be designed to prevent driver's body or limbs from contact with track surface. Sub-flooring, inside but independent of body, mandatory where driver's legs rest on belly pan or chassis. Front overhang not to exceed 762mm, measured from the center of the most forward front spindle to the most forward point of the car. Enclosed driver~~'s~~ compartment (canopy) prohibited. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheeting ~~sheet metal work~~ under the body that produces a "tunnel" for the passage of air, etc. Air deflector plates located behind cockpit restricted to maximum 432x432mm. Leading edges, fairing in or rounding off corners, etc. prohibited. Maximum 32mm lip for stiffening permitted. Deflector plate may be located in front of or behind exhaust headers.
7.3	**FRONT-WHEEL FAIRINGS**
	Prohibited.
7.7	**WINDSCREEN**
	Mandatory. See General Regulations 7.7.
8 – ELECTRICAL	
8.0	**ELECTRICAL COMPONENTS**
	Electrical and electronic components are restricted to ignition systems, data recorders and electrical gauges or indicators, automated fire extinguisher and engine shutoff system components only. The use of electrical/electronic timers to control pneumatic fuel-system valves and/or electric fuel control solenoid valves are permitted. The fuel control system may use only movement of the throttle or clutch pedal, a transmission shift, electric/electronic timers, and/or an engine rpm switch to control the pneumatic fuel-system valves and/or to start the timers that control the fuel-system valves.
8.2	**DELAY BOXES / DEVICES**
	Prohibited. See General Regulations 8.2.
8.3	**IGNITION**
	Programmable ignition permitted. Only pre-set timers, throttle position, engine rpm, other internal engine data (temperatures, flow rates, and pressures), and transmission shifts may be processed with regard to control of the ignition system. Any ignition system that incorporates any programmable multi-point rev limiter and/ or any rate-of-acceleration rpm limiter in any form is prohibited. Any ignition system that incorporates vehicle performance data via measurement, sensing, processing, inference, etc. to activate or deactivate any function or capability of the ignition system is prohibited. Any sensor or wiring that connects or transmits vehicle performance data directly, or indirectly, to the ignition system is prohibited. Ignition system components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction manuals unless otherwise approved. Maximum two (2) magnetos; two (2) spark plugs per cylinder, not to exceed 44 amps per magneto. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160; MSD Pro Mag Systems, 44 amp, 8130, 8140; Mallory Super Mag Series 3, 4, 6, 7, 11. MSD 7730 Power Grid unit permitted. The use of any automated rpm-control device during the staging/ launching process is prohibited unless equipped with a fully automatic transmission with a converter. All microprocessor ignition components prohibited. See General Regulations 8.3.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
9 – SUPPORT GROUP	
9.1	**COMPUTER**
	See General Regulations 9.1, 9.2 and 9.11.
9.1.1	**AUTOMATED SHIFTERS**
	Prohibited. See Chapter 2.12.
9.1.2	**SHUTOFF DEVICE**
	Properly installed and operational Electrimotion Top Methanol Dragster Shutoff Controller Kit (part number SB001TAD for blown applications, SB001AFD for injected nitro applications) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Methanol Dragster Safety Shutoff Controller Kit must be properly installed (see Drawing 36 or 37 and manufacturer's instructions). Modification of or tampering with the Electrimotion Top Methanol Dragster Safety Shutoff Controller Kit prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.
9.2	**DATA RECORDERS**
	See General Regulations 9.1, 9.2 and 9.11.

9.3	**FIRE EXTINGUISHER SYSTEM**
	Minimum 8.5kg, fire extinguisher system meeting SFI Spec 17.1, FIA Standard “FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory when driver sits behind engine. Must be installed per manufacturer’s specifications with all gauges clearly visible. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	**TOW VECHICLES**
	Permitted. See General Regulations 9.12.
9.14	**WARM-UPS**
	See General Regulations 9.5 and 9.14.
	10 – DRIVER
	ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory. See General Regulations 10.3.
10.4	**CREDENTIALS**
	Valid FIA International License mandatory. ~~See General Regulations 10.4.~~ See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum six (6)-point, driver restraint system meeting FIA Standard 8853/98 or 8853-2016, or SFI Spec 16.1, 16.5 mandatory. All shoulder, lap, and leg straps may be wrapped around a frame or chassis tube, provided the belt is properly aligned toward the direction of pull. When fastened with driver in position, absolutely no “folds" are permitted in any belt(s). Otherwise, all belts must be mounted to the chassis via mounting brackets that are bolted or welded to the chassis per the manufacturer’s instructions. If the bracket is bolted through frame rail or chassis tube, the hole in frame rail or chassis tube must be bushed, with both ends of the bushing completely welded to the tube. Whether mounted directly to frame or to a tab welded to the frame, the mounting bracket attachment bolt must be in double shear and of shoulder bolt design so as to permit the bracket to pivot and align toward the direction of pull. Shoulder belts may utilize two individual straps; each with its own mount and mounting point; for a single strap, it must wrap a minimum of 540° around the shoulder hoop. All belts must be covered with a fire-resistant covering. See General Regulations 10.5.
10.7	**HELMET**
	For all cars, a full-face helmet and visor is mandatory. ~~meeting FIA Standards 8858-2002 or 8858-2010 or 8859-2015 or 8860-2004 or 8860-2010 or 8860-2018 or Snell SA2010, SAH2010, SA2015, SA2020 or SFI 31.1/2010, 31.1/2015, 31.1/2020~~. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer’s instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclavas meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver’s neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. ~~See General Regulations 10.7.~~
10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8. ~~The device/system must display a valid label.~~ ~~At all times that the driver is in the race car, from the burn-out until the car is on the return road, driver must properly utilize a head and neck restraint device/system meeting FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer’s mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer’s instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock/balaclava or skirted helmet is mandatory.~~
10.10	**PROTECTIVE CLOTHING**
	Driver’s suit meeting SFI Spec 3.2A/15, gloves and footwear meeting SFI Spec 3.3/15, and head sock/balaclava meeting SFI Spec 3.3 FIA Standard 8856-2000 or 8856-2018 mandatory. Drivers of supercharged front-engine cars must mandatorily use a suit meeting SFI Spec. 3.2A/20, gloves and footwear meeting SFI Spec. 3.3/20, and a head sock meeting SFI Spec 3.3, FIA Standard 8856-2000 or 8856-2018. All jacket and pants or suit meeting SFI Specs 3.2A/15 or 3.2A/20 must be recertified every five (5) years. (Label must indicate year 2017 or later). A head sock/balaclava is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec 3.3. See General Regulations 10.10.

SECTION 9 – TOP METHANOL FUNNY CAR

	DESIGNATION
	TMFC, preceded by car number. Reserved for methanol-burning Funny Cars, built specifically for drag racing competition. Cars are weighed at conclusion of run, including driver.
	CLASS WEIGHT BREAKS
	Supercharged with Roots-type supercharger: Required minimum weight: 998kg Supercharged with Screw-type supercharger: Required minimum weight: 1043kg
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Maximum 8652cm^3 for screw-type supercharger equipped cars; maximum 9258cm^3 for Roots-type supercharger equipped cars. Any internal-combustion reciprocating, single-camshaft, automotive-type engine permitted. Maximum bore center spacing 122.94mm (4.840”). Dry-sump oil system permitted. OEM production line overhead cam engines permitted. Engine must be equipped with a lower-engine-ballistic/restraint device meeting SFI Spec 7.1. The lower-engine-ballistic/restraint device must be specific for the oil pan and pump configuration being used and must fit according to the requirements of SFI Spec 7.1 and be used as appropriately designed for the specific application. 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 become 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. All large *(valve covers, intake manifolds, superchargers, headers, heads, blocks, etc.)* and all moving engine components are restricted to aluminum, steel, iron, titanium, magnesium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium or other extraordinary materials prohibited. Metal, fiberglass, or carbon fiber injector hats and/or injector scoops are permitted. Any modifications or alterations to cylinder blocks, cylinder head designs, and engine components, are deemed to be a change in design and therefore prohibited. This includes any redesign, reconfiguration, and/or modification to existing components. Refer any development, redesign, reconfiguration, and/or modification questions to the FIA. For a complete list of cylinder blocks and head designs that are permitted in FIA competition, contact the FIA. See General Regulations 1.2. All engine combinations must adhere to all of the following criteria: 1) Maintain interchangeability of existing parts (i.e., cranks, cams, manifolds, valve covers, rocker assemblies, etc.) 2) Maintain general combustion-chamber configuration (e.g., Hemi, canted valve). Fuel injection directly into cylinder prohibited 3) Maintain original cylinder orientation in reference to centerline of crankshaft 4) Retain cylinder head, timing cover, intake manifold, exhaust manifold, valve-cover bolt pattern; additional bolts/studs/dowels may be used 5) Retain as cast/forged minimum block wall and web/rib thickness A current list of Methanol head specifications can be requested from the FIA Technical Department.
1.2.1	**CYLINDER HEADS**
	Aftermarket billet heads permitted. Maximum two valves per cylinder; maximum two spark plugs per cylinder.
1.3	**EXHAUST HEADERS**
	Double pipe insulated exhaust headers mandatory. Double tube must extend to start of bend at bottom body. Minimum header angle 32°, maximum header pipe O.D. 70mm. O.D. and I.D. must remain constant beginning 203mm below the header flange to the exit of the header.
1.5	**FUEL SYSTEM**
	Fuel cells recommended. Pressurized fuel tanks prohibited. Tanks must be vented outside of body lines to prevent fire from being drawn into tank through vent. Fuel tank vent, maximum 25mm diameter hole in front of body to vent fuel tank outside of body only. Maximum two *(2)* fuel pumps. Electronic or electrically controlled fuel system prohibited. Use of propylene oxide and/or nitrous oxide is prohibited. Insulated fuel lines and fuel tanks prohibited. See General Regulations 1.5 and 1.6. The fuel temperature from the staging lane to the fuel check after completion of the run must not be lower than 7° C (45° F). Should ambient temperature be less than 7° C (45° F), fuel temperature may not be less than ambient. Failure to pass the minimum fuel temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer’s pit. Failure to pass the minimum fuel temperature check after a run will result in the disqualification of that run. Fuel gauge lines in the driver’s compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver’s compartment must be hydrostatically pressure tested at 51,8 bar *(750 psi)* for 30 seconds.
1.5.2	**INJECTOR SCOOP**
	Injector scoop may not extend more than 457mm forward of the center of the forward engine cylinder, may not extend more than 305mm behind the center of the rear engine cylinder, may not be higher than the top of the windshield, may not have more than 929cm^2 *(1 ft^2)* of opening area, and may not be more than 610mm wide.
1.8	**OIL-RETENTION DEVICE**
	Engine oil-retention device mandatory. Minimum material, 1,3mm aluminium or 1mm carbon fibre/ Kevlar. Pan may extend rearward of the motor plate to capture oil from rear main seal, but no more than 76mm rearward to the motor plate. Pan length from motor plate forward must extend a minimum of 25mm forward of the front face of the lower pulley. Pan may be no wider than outside edge of the bottom frame rails and must extend to the top of the upper frame rails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 102mm high bulkhead on front and minimum 51mm bulkhead on rear for oil retention during acceleration and deceleration. Bulkheads must be “coved” toward oil pan to assist oil in staying within the confines of the bulkheads. See General Regulations 1.8.
1.9	**OIL LINES**
	All flexible-pressure oil lines, excluding return lines and any line 2.1 bar *(30 psi)* or lower in pressure, must use a factory-crimped connection and be pressure-tested. All testing must be hydrostatic for minimum 30 seconds at 20,7 bar *(300 psi)*. Quick-disconnect, plastic, and nylon lines are prohibited. All of the lines must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads. See General Regulations 1.9.

1.10	**SUPERCHARGER**
	Roots-type maximum size: 14-71, 565mm case length, 286mm case width, 483mm rotor length; maximum rotor diameter: 149mm including fixed stripping. The case must be one-piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Helix is restricted to a maximum rotor spiral of 2.56º/cm of rotor length. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 55mm, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 381mm. Maximum overdrive limit for Roots Superchargers is 1:1.70. Manifold burst panel meeting SFI Spec 23.1 ~~plus restraint system meeting SFI Spec 14.2~~ mandatory. Screw-type superchargers must meet SFI Spec 34.1. Billet cases prohibited. Only PSI Type "**D**" Screw type Superchargers are permitted. Maximum overdrive limit for Screw type Superchargers is 1:1.92. Manifold burst panel meeting SFI Spec 23.1 *(in addition to panel in supercharger)* ~~plus restraint system meeting SFI Spec 14.21~~ mandatory. ~~Billet cases prohibited. Supercharger restraint straps must be covered with a fire-resistant material. Maximum overdrive limits are 1.92 for PSI and 1.70 for Roots Superchargers.~~ ~~Only PSI Type "D" Screw Type Superchargers are permitted.~~ ~~The blower restraint straps and fuel lines must be installed in such a way that when the restraint straps are fully extended no load is placed on any of the fuel lines.~~ Cars with a supercharger/intake manifold burst panel in the rear must have 0,6mm steel, 0,8mm aluminium ducting, or carbon fibre ducting with a flame-retardant covering or coating, 102mm minimum diameter, installed to relieve burst pressure from the burst panel*(s)* vicinity through the firewall and out the side window. Variable multi-speed supercharger devices prohibited. Supercharger must be in conventional location above the intake manifold and cylinder heads, The use of spacers, modified cases, offset drive pulleys, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. All manifold locations and supercharger modifications must be accepted prior to competition. Placement of any object or device below the upper mating surface of the supercharger, intended to alter air flow characteristics is prohibited *(e.g. axial top insert plate/shoes, dividers, etc.)* See General Regulations 1.10.~~Turbocharger(s) prohibited.~~
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations 1.11
1.12	**THROTTLE**
	Throttle control must be manually operated by the 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. See General Regulations 1.12.
1.13	**VENT TUBES - BREATHERS**
	FIA-accepted catch can/vent tube system mandatory. Twist-on/quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin, etc. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Minimum 32mm inside diameter hoses are required from each valve cover to the catch can inlets and/or frame rails and from each frame rail outlet to both catch can inlets. Minimum catch can*(s)* capacity is a 3.8 ltr *(1 gal)* sump when the valve cover discharges are routed through the upper frame rails; otherwise, a 7.6 ltr *(2 gal)* sump capacity is mandatory. Minimum catch can inlet and outlet/discharge configuration is two *(2)* 29mm inside diameter openings *(or equivalent area)*. Vent tubes must be unobstructed from the interior of the valve cover to the interior of the catch can; i.e., no orifices, reduced areas, filler materials, etc. See General Regulations 1.13.
1.14	**VALVE COVERS**
	Cast or ~~fabricated~~ metal valve covers using all attachment bolt holes mandatory. Valve-cover gaskets, O-rings, etc. must be completely bonded/ glued to either the valve cover or cylinder head sealing surface. Vent tube adapters on the valve covers must either be fully welded to the valve covers or incorporate a gasket or O-ring that is bonded/glued to either the adapter or the valve cover. Valve covers must be fastened to the cylinder heads with studs and nuts in lieu of bolts where possible. Spark-plug tubes that penetrate the valve covers must have a restraining device to contain the spark-plug tube in the valve cover in the event the spark plug is discharged.
	2 – DRIVETRAIN
2.1	**ANTI-BLOWBACK DEVICE**
	Mandatory. See General Regulations 2.1.
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.3 or 1.4, three *(3)*-disc maximum, and flywheel shield meeting SFI Spec 6.2 mandatory. Maximum depth of flywheel shield: 219mm. Clutch must be manually operated by the driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. Clutch/bell housing exhaust filter mandatory. See General Regulations 2.3, 2.5, 2.6 and 2.8.
~~2.2~~	~~**DRIVELINE**~~
	~~Anti-blowback device mandatory. See General Regulations 2.1.~~
2.4	**DRIVELINE ~~COVER~~**
	Each end of driveshaft must have a full 360° cover of minimum 2mm steel or 3mm aluminium. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable cross member, reverser, or third member.
2.11	**REAR END**
	Aftermarket full-floating or live axle assembly mandatory. Maximum *(numeric)* gear ratio: 4.30:1 for screw-type-supercharger-equipped; 4.58:1 for Roots-type-supercharger-equipped cars. See General Regulations 2.11.

2.12	**TRANSMISSION**
	Transmission limited to two *(2)* units *(three (3)* forward speeds). Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting CE or DOT-1800 pound *(124 bar)* rating and permanently mounted *(hose clamps or tie wraps prohibited)*. The use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission *(three (3)* speed maximum) with an electric-only trans brake is permitted for supercharged, methanol combinations only. The unit must be FIA-accepted. Lockup converters prohibited. The use of a delay box/device is prohibited. The use of any automated rpm-control device during the staging/launching process is prohibited. An aftermarket flex plate *(with no starter ring gear)* meeting SFI Spec 29.2 or a solid steel converter drive plate, a flywheel shield meeting SFI Spec 6.1, 6.2, or 6.3, ~~and an aftermarket one-piece transmission shield *(covering the transmission units and the reverser)* meeting SFI Spec 4.1~~ are required. See General Regulations 2.12, 2.13 and 2.14.
2.12.1	**TRANSMISSION SHIELD**
	A one-piece ballistic shield meeting SFI Spec 4.1, covering all unit's including reverser mandatory. ~~Must meet SFI Spec 4.1. See General Regulations 2.13.~~
	3 – BRAKES AND SUSPENSION
3.1	**BRAKES**
	Automated brakes prohibited: application and release of brakes must be a function of the driver. Four-wheel disc brakes with dual master cylinder mandatory. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake pads *(front and rear)* mandatory; all other materials prohibited. Steel brake lines mandatory. See General Regulations 3.1. FIA-accepted fireproof brake line covering mandatory on all *(front and rear)* flexible connection lines. Handbrake, if used, must be located inside body or driver compartment. Handbrake handle must be constructed of minimum 8mm thick by 25mm wide aluminium, steel, or titanium. Lightening of handbrake handle *(i.e. holes, machining, etc)* prohibited. Brake lines passing engine or blower drive must be shielded.
3.3	**STEERING**
	A quick-release mechanism for the steering wheel is compulsory. ~~and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodization or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.~~ ~~Alternatively, a quick-disconnect steering wheel meeting~~ ~~SFI Spec 42.1 may be used.~~ ~~Use of a pinned steering cross member in lieu of an SFI quick-disconnect steering wheel prohibited on front-engine cars. A device must be used to prevent a long steering shaft from injuring driver in case of frontal impact. Plating of steering components prohibited on all cars.~~ See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Front suspension optional. Plating of front suspension components prohibited on all cars. See General Regulations 3.4.
3.6	**WHEELIE BARS**
	Permitted. ~~Wheels must be non-metallic.~~ See General Regulations 3.6.
	4 – FRAME
4.2	**BALLAST**
	Permitted. Maximum TOTAL ballast *(welded or bolted)* 113kg. See General Regulations 4.2.
4.3	**HELMET SHROUD**
	All cars in Top Methanol Funny Car must have a rear roll-cage shroud. A multi-piece shroud is permitted. The shroud must be constructed of minimum 1.9mm (0.075") Grade 2 ASTM-B-265 titanium or 2.28mm (0.090") 4130 steel or be of FIA-accepted composite construction and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of five 6mm minimum diameter Grade 8 bolts and bosses per side, to the top with one 6mm minimum diameter Grade 8 bolt and boss, and to the rear bars with a minimum of two *(2)* 6mm minimum diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Three-piece shields must be made with two side shields and a center section. The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop to the extent that protective equipment cannot inadvertently catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. Bolt heads must be 13mm hex-style head.
4.4.1	**TOW-STRAP HOOP**
	Mandatory. See General Regulations 4.4.1.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.5.
4.8	**PARACHUTE**
	Dual parachutes mandatory. Two *(2)* separate shroud line mounting points mandatory with sleeved 12mm minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 4.75mm 4130 steel. Two *(2)* FIA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt *(one (1)* under the head of the bolt and the other under the nut). Tethers must be covered with a fire resistant material. FIA-accepted parachute tethers: Amick Race Car Restraints part number PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required, which must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. The parachute floor must be flat and may not extend more than 152mm rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.

4.11	**ROLL-CAGE**
	Chassis must meet SFI Spec 10.1E. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. All wiring must be external of the frame rails; the routing of cables, hydraulic or pneumatic lines inside the chassis is permitted. Pressurization of frame rails in lieu of air bottles is prohibited. See General Regulations 4.11.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6. ~~Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory.~~ ~~Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.~~
~~4.7~~	~~**TOW-STRAP HOOPS**~~
	~~All cars must have tow-strap hoops on the lower front of the chassis. Hoops must be capable of accepting a 51mm *(2")* tow hook without lifting the body and not stressing the body when the car is being towed. Hoops must line up with the centerline of the car below the body-release rod and clearly marked on the body with an arrow pointing down.~~
4.12	**WHEELBASE**
	Minimum 2540mm; maximum 3175mm on long side. Maximum wheelbase variation from left to right: 51mm. Rear tread width cannot be outside of body line nor more than 76mm inside body line. Front tread width must be no more than 153mm inside body line. Measurements will be taken from outside edge of tire to inside edge of body.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Tires must be specified for racing use by manufacturer. Maximum rear tire: 18" (457mm) wide by 118" (2997mm) in circumference, minimum tire circumference 108" (2743mm). Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures. See General Regulations 5.1.
5.2	**WHEELS**
	Rear wheels meeting SFI Spec 15.1 or 15.3 mandatory; maximum width: 16" (407mm). Must be completely isolated from driver compartment. Wire wheels prohibited. Wheel discs or covers prohibited. Use of a liner mandatory on non-beadlock wheels. See General Regulations 5.2.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver~~s~~ Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the car in maximum 9 seconds.
6.2	**DRIVER~~'S~~ SEAT**
	~~Seats must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. Magnesium prohibited.~~ Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. See General Regulations 6.2.1.
6.2.2	**INTERIOR SHEETING~~ SHEET METAL~~**
	Driver compartment interior, firewall, seat, etc. must be aluminium or steel. Magnesium or carbon fibre prohibited; carbon fibre injector "doghouse" permitted. See General Regulations 6.2.2
	7 – BODY
7.1	**AIRFOILS**
	Prohibited.
7.1.1	**WINGS**
	Prohibited.
7.1.2	**BODY**
	Any modification to body not expressly permitted in this Rulebook is prohibited. Any body that meets the Funny Car body requirements in their entirety is acceptable for TMFC. These bodies must be run as they come from the FIA-accepted moulds. Any modification not expressly permitted in the Funny Car *(Section 11)* body requirements is prohibited. Body model must be no older than 15 years' maximum. All bodies must be 2-door sports car, 2-door coupe, or sedan body of a type originally mass-produced by automobile manufacturer. Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited. Must have originally measured 1600mm wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fibre permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited. Maximum body width variation from front to rear is 152mm. Minimum body width is 1524mm when mounted. Bodies are measured at centerline of front and rear axles. Enclosing the wheel wells or the use of wheel fairings is prohibited. Fender flares or lips maximum 25mm not on original factory-produced bodies will not be considered in any width measurement. Wheel well openings: front, minimum 127mm measured vertically from centerline of the front axle to wheel well opening; rear, minimum 203mm measured vertically from centerline of rear axle to wheel well opening. Trailing edge of rocker minimum of 457mm measured directly from centerline of rear axle. Front overhang not to exceed 1016mm measured from the center of the most forward front spindle to the most forward point of the bodywork. Beltline mouldings *(if on stock car)*, headlight and taillight housings or indentations must be incorporated into body. Tail light area may be hinged *(top only)* for air venting, maximum 645cm^2 *(100 in^2)* per side; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood.

	Maximum dimensions of hood cowling, 660mm wide by 127mm high. Opening for blower hat must have a minimum 64mm clearance between body and throttle linkage. Wicker permitted on front and sides of blower opening: maximum height 25mm. Wicker must be installed 90° to body. Rocker panel extensions may not be more than 25mm wide. Ground effects of any description prohibited. Ground effects include, but are not limited to, rocker skirts, belly pans, sheeting ~~sheet metal~~ ~~work~~ under the body that produces a "tunnel" for the passage of air, rub bar/splitter cannot extend beyond the inside body line, etc. Final determination on all body modifications rests with FIA Technical Department. Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin and cable type. The mechanism must be unobstructed and easily visible and not located within 76mm of any other opening. Release handle must be of a T-handle design with a minimum measurement of 76mm in length. Any method used to allow the body to move *(e.g. springs, dampers, etc.)* during the run is prohibited. Contact FIA Technical Department for acceptable design, operation, and installation. Body *(hood)* burst panel, minimum 1858cm^2 *(288 in^2)*, mandatory on all screw-supercharger-equipped cars. Body burst panel must be secured with plastic screws and two FIA-accepted body burst panel tethers, with separate body pads bolted with plates on both sides of panel. Burst panel tethers should be connected to one side of the burst panel only. FIA-accepted body burst panel tethers: FIA-approved or Amick Race Car Restraints part number JF-101. Any new body designs or concepts must receive approval from FIA prior to competition. Plans, drawings, pictures, etc. must be submitted to the FIA Technical Department for approval. Body specifications may vary for certain exhibition cars; prior FIA Drag Racing approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with an SFI Spec 54.1 flame retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. The framing must be a permanent fixture, with no adjustments.
7.1.3	**ESCAPE HATCH**
	Mandatory. See General Regulations 7.1.3. ~~A working escape hatch must be installed in top of body to permit easy driver exit, see-through types prohibited. Minimum size, 457x432mm *(18"x17")*. Roof hatch must be permanently attached, and hinged at front. Must have release mechanism, operable from both inside and outside of car.~~
7.1.4	**REAR BUMPER**
	Must be equipped with rear bumper consisting of a minimum vertical surface of 76mm; maximum allowable cut-out for parachute shroud lines 102mm by 762mm. The trailing edge of rear bumper may not extend more than 1372mm from the centerline of the rear axle. Maximum measurement from trailing edge of rear bumper to ground, 737mm at rear tire pressure of 0,64 bar *(4,5 psi).* Maximum 25mm lip permitted on rear bumper as a stiffener; not included in overall measurement.
7.1.5	**SPOILERS**
	Permitted front and rear. Rear spoiler cannot be "built in" to body. Rear deck relocation cannot extend more than one-third of the as-produced replica body's rear window. Side surfaces of elevated decks must be completely covered by spoiler spill plates. Maximum rear spoiler width, including spill plates and attachment points, 1.372mm. Rear spoiler spill plates cannot be located forward of the centerline of the rear axle and onto rear quarter. Spill plates cannot be more than 127mm above the roof line. Rear most point of spill plate may not exceed 1524mm past the centerline of the rear axle. Spill plate supports permitted on one side of spill plate only, not both. Lip on rear edge of spill plate *(vertical)* 13mm maximum. The trailing edge of rear spoiler may not extend more than 1422mm past the centerline of the rear axle, may not be more than 76mm above the roof line, and the forward and trailing edge may not be mounted so as to preclude a "wing" configuration. Wicker on spoiler not to exceed 51mm forward or back. Installation of vortex generators is permitted on the spoiler assembly only; prohibited on car body. Any adjustment or movement during run prohibited. Air flow through spoiler or past the underside of spoiler, other than hinged taillight area, prohibited.
7.3	**FENDERS**
	Four stock-type fenders mandatory. Alterations to accommodate axle relocation permitted. Front fender bubbles may not exceed 64mm as measured from flat portion of fender line to top of bubble.
7.4	**FIREWALL**
	Must be aluminium or steel; magnesium prohibited. V-shaped firewall constructed of a minimum 1mm aluminium permitted; otherwise, portion of the firewall between skin of the body and the chassis can be no higher than 305mm, as measured from the bottom of the rocker panel to the bottom of the firewall. Must be equipped with "fire windows" measuring no greater than 161cm^2 *(25 in^2)* on either side of firewall in vicinity of valve covers to warn driver of fire. Laminated safety glass or fire-resistant plastics such as Lexan or Plex 70 *(polycarbonate)* mandatory. *(see Drawing 28)* See General Regulations 7.4.
~~**7.6**~~	~~**GRILLE**~~
	~~Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited.~~
7.8	**WINDSHIELD / WINDOWS**
	Windshield mandatory. Side windows optional. If windows are used, they must be clear. Rear window and quarter windows *(if stock equipped)* must be defined by actual route line in body and painted *(or decaled)* to simulate glass. Side windows must have a minimum 152mm diameter opening adjacent to driver. See General Regulations 7.8.
	8 – ELECTRICAL
8.0	**ELECTRICAL COMPONENTS**
	Electrical and electronic components are restricted to ignition systems, data recorders and electrical gauges or indicators, automated fire extinguisher, and engine shutoff system components only. The use of electrical/electronic timers to control pneumatic fuel-system valves and/or electric fuel control solenoid valves is permitted. The system may use only movement of the throttle or clutch pedal, a transmission shift, electric/electronic timers, and/or an engine rpm switch to control the pneumatic fuel-system valves and/or to start the timers that control the fuel-system valves.

8.3	**IGNITION**
	Programmable ignition permitted. Only pre-set times, throttle position, engine rpm, other internal engine data *(temperatures, flow rates, and pressures)*, and transmission shifts may be processed with regard to control of the ignition system. Any ignition system that incorporates any programmable multi-point rev limiter and/or any rate-of-acceleration rpm limiter in any form is prohibited. Any ignition system that incorporates vehicle performance data via measurement, sensing, processing, inference, etc. to activate or deactivate any function or capability of the ignition system is prohibited. Any sensor or wiring that connects or transmits vehicle performance data directly, or indirectly, to the ignition system is prohibited. Ignition system components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction manuals unless otherwise approved. Maximum two *(2)* magnetos; two *(2)* spark plugs per cylinder, not to exceed 44 amps per magneto. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160; MSD Pro Mag Systems, 44 amp, 8130, 8140; Mallory Super Mag Series 3, 4, 6, 7, 11. MSD 7730 Power Grid unit permitted. The use of any automated rpm-control device during the staging/launching process is prohibited unless equipped with a fully automatic transmission with a converter. All microprocessor ignition components prohibited. See General Regulations 8.3.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
	9 – SUPPORT GROUP
9.1	**COMPUTER**
	See General Regulations 9.1, 9.2 and 9.11.
9.1.1	**AUTOMATED SHIFTERS**
	Prohibited. See Chapter 2.12.
9.1.2	**SHUTOFF DEVICE**
	Properly installed and operational Electrimotion Top Alcohol Funny Car Shutoff Controller Kit *(part number SB001TAFC)* and Electrimotion Shutoff Receiver *(part number RF001)* mandatory. The Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit must be properly installed *(see Drawing 38 and manufacturer's instructions)*. Modification of or tampering with the Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.
9.2	**DATA RECORDERS**
	See General Regulations 9.1, 9.2 and 9.11.
9.3	**FIRE EXTINGUISHER SYSTEM**
	Minimum 8.5kg. System must be divided so that a minimum of 6.2kg is directed into engine compartment by means of nozzle outlets placed in front of each bank of exhaust headers. Remaining 2.3kg 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 frame rail where cables pass engine/bellhousing area. Fire extinguishing system must meet SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars" *(Technical List N°16)* or FIA Standard 8865-2015 *(Technical List N°52)*. A manual-activated extinguishing system is mandatory for SFI Spec 17.1. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	**TOW CARS**
	Permitted. See General Regulations 9.12.
9.14	**WARM-UPS**
	See General Regulations 9.5 and 9.14.

10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	See General Regulations 10.3.
10.4	**CREDENTIALS**
	Valid FIA International License mandatory. ~~See General Regulations 10.4.~~ See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum six *(6)*-point driver restraint system meeting SFI Spec 16.1, 16.5, FIA 8853/98 or 8853-2016 mandatory. All belts must be covered with a fire-resistant covering. Mounting points must be covered with either sheet metal or an acceptable fire-resistant material. See General Regulations 10.5.
10.7	**HELMET**
	For all cars, a full-face helmet and visor is ~~meeting FIA Standards 8858-2002 or 8858-2010 or 8859-2015 or 8860-2004 or 8860-2010 or 8860-2018 or Snell SA2010, SAH2010, SA2015, SA2020 or SFI 31.1/2010, 31.1/2015, 31.1/2020~~ mandatory ~~*(goggles prohibited)*~~. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System *(Part number SDR 890-01-30)* mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclava meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. A 206 bar *(3000psi)*, 1,84ltr capacity fresh air breathing system mandatory. System must be manufactured by the original helmet manufacturer Helmet must meet applicable SFI or Snell Specs or FIA Standards with fresh-air system installed. Compressed air only. Air can be supplied "on demand" or by constant pressure. ~~See General Regulations 10.7.~~
10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8 ~~The device/system must display a valid label. At all times that the driver is in the race car, from the burn-out until the car is on the return road, driver must properly utilize a head and neck restraint device/system meeting FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock/balaclava or skirted helmet is mandatory.~~
10.10	**PROTECTIVE CLOTHING**
	Driver~~'s~~ suit meeting SFI Spec 3.2A/20, gloves and footwear meeting SFI Spec 3.3/20, and head sock/balaclava meeting SFI Spec 3.3, FIA Standard 8856-2000 or 8856-2018 mandatory. All jacket and pants or suits that meet SFI Spec. 3.2A/20 must be recertified every five *(5)* years. (Label must indicate year 2017 or later). A head sock/balaclava is not mandatory when the helmet is manufactured with a skirt, labeled as meeting SFI Spec. 3.3. See General Regulations 10.10.

SECTION 10 – PRO STOCK

	DESIGNATION
	PS, preceded by car number. Reserved for 2-door or 4-door coupes or sedan production cars. Body age no older than 20 years prior to current model. Body, drive train, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements and Specifications. Once an engine is used in a car at an event, that engine cannot be used in another car for the duration of the event. Engine shall consist of short block and heads, and will be serialized or otherwise identified at each event.
	CLASS WEIGHT BREAKS
	Minimum weight at conclusion of run: 1,066kg, including driver. Minimum weight on the rear axle at conclusion of run: 494kg, including driver.
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.1	**RADIATOR**
	Only one (1) automotive radiator in front location, with only one water pump mandatory in engine compartment. Remote mount permitted. External plumbing from water pump to block and/or cylinder head(s) permitted. Water pump and fan may be electrically driven.
1.2	**ENGINE**
	Internal-combustion, reciprocating, naturally aspirated, single-camshaft, 90° V-8 (i.e. cylinder bank must be at a 45° angle from the camshaft/crankshaft centerline, creating a combined 90° angle) automotive-type engine. Maximum setback is 2070mm; minimum setback 2146mm. Measured from centerline of rear axle to rear of engine block (cars built prior to January 1, 2001: maximum engine setback 51mm from centerline of front spindle to center of furthest forward engine spark plug hole). Machining of the block to allow further setback prohibited. For a more detailed description, contact the FIA Technical Department. Engine displacement restricted to maximum 8193cm³. Aftermarket blocks permitted if designed and cast with OEM approval, and currently accepted by FIA Drag Racing Commission, which designate specific acceptable OEM and/or aftermarket blocks for specific makes of cars. Maximum cylinder bore spacing 124.46mm (4.900”). Maximum one (1) distributor. All dry sump oil systems must be equipped with an overflow tank. The minimum tank size is 203mm long, 89mm in diameter with a 25mm vent in the top. Inlet minimum size is #10 fitting (AN thread). Tank must also have a baffle installed so as to direct incoming oil to bottom of tank. Minimum size for drain in bottom of tank is 6mm. All large (valve covers, intake manifolds, headers, heads, blocks, etc.) and all moving engine components are restricted to aluminium, steel, iron, titanium, magnesium, or other conventional alloys; carbon fibre, Kevlar, ceramics, composites, beryllium, or other exotic materials prohibited. Minimum weight requirements for the following engine components: Piston: 460 grams Wrist pin: 135 grams Connecting rod: 480 grams Intake valve: 90 grams Exhaust valve: 80 grams Material for intake and exhaust push rod, and valve spring are limited to steel. All other materials prohibited. Roller bearings limited to cam bearings, cam thrust bearings, lifters, rocker arm fulcrum and valve spring tip. Conventional sleeve rod and main bearing mandatory. Semi-permanent manifold covers permitted. Manifold covers must remain firmly attached to the manifold during the run, but must be easily removable for technical inspection. All new manifold covers must be reviewed and accepted by the FIA Drag Racing Commission. See General Regulations 1.2.
1.2.1	**CYLINDER HEADS**
	Hemi, canted-valve or wedge cast heads permitted. Billet heads prohibited. Aftermarket heads permitted if designed and cast with OEM approval, and currently accepted by FIA, which may designate specific acceptable OEM and/or aftermarket cylinder heads for specific makes of cars. All heads designed and cast after February 1, 1991 must include OEM part/casting number plus OEM logo identification and must be FIA-accepted. Any valve configuration or valve size permitted. Stock valve cover mounting surface and head height (thickness) at highest valve cover surface mandatory. Accepted cylinder heads: (Hemi cylinder head, part/casting number P4876833, P5155936 or part/casting number P5153447), (DRCE cylinder head, part/casting number 22530959, DRCE II cylinder head, part/casting number 24502585, DRCE III cylinder head, part/casting number 25534404 or the DRCE IV cylinder head, part number 25534404F, casting number 25534404) (Ford cylinder head, part/casting number M-6049-E460, or part/casting number M-6010-JC50, or part/casting number M-6010-JC51). Ports may be raised. Port plates permitted, may be higher than head, no wider than 38mm, may not be recessed into head more than plate width. Plates permitted on intake or exhaust side, not both. Maximum two (2) valves per cylinder; maximum one (1) spark plug per cylinder.
~~1.4~~	~~**ENGINE SETBACK**~~
	~~Maximum setback is 2070mm *(81½”)*; minimum setback 2146mm *(84.5”)*. Measured from centerline of rear axle to rear of engine block (cars built prior to January 1, 2001: maximum engine setback 51mm *(2”)* from centerline of front spindle to center of furthest forward engine spark plug hole).~~ ~~Machining of the block to allow further setback prohibited.~~
1.3	**EXHAUST SYSTEM**
	Open exhaust with headers permitted. See General Regulations 1.3.

1.5	**FUEL SYSTEM**
	Maximum 5.7 ltr *(1½ gal)* fuel cell meeting SFI Spec 28.1 (Jaz #220-015-0 and 220-315-01) or FIA Standard FT3, FT3.5 or FT5-1999 mounted in front of radiator mandatory; must be mounted between frame rails and enclosed in a round tube frame, minimum 32x1.6mm (1¼"x0.065") chrome moly, Titanium Grade 9 or Docol R8 tubing. The round tube frame must be attached to a cross member constructed of minimum 32x1.6mm (1¼"x0.065") chrome moly or Docol R8 tubing. All other designs must be FIA-accepted. Maximum distance from front motor plate to front of 32mm (1¼") tube is 978mm. Must have pressure cap and be vented to outside of body. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems not part of normal fuel-pump system prohibited. See General Regulations 1.5.
1.5.1	**ELECTRONIC FUEL INJECTION SYSTEM / AIR INDUCTION**
	Electronic Fuel Injection permitted. Contact FIA Technical Department for specifications and requirements.
1.5.3	**CARBURETOR**
	Limited to two (2), and only two (2), 4-barrel American automotive production FIA-accepted carburetors (Holley Dominator 4500, Barry Grant King Demon RS, Quick Fuel FX-4714 and P-4512 and Braswell B-7390) with any internal modifications. The following are prohibited: "inline" multibarrel carburetors, slide valve carburetors, and motorcycle carburettors.
1.6	**FUEL**
	FIA approved racing unleaded gasoline only. Dielectric Constant, as per FIA-accepted DC meter, must match reading from baseline of specified gasoline. The use of additives is prohibited. See General Regulations 1.6. Fuel producers may contact the FIA and ask for the approval of lead-free blends. Competitors will be free to use one of these accepted fuels, but prior to the first run of an event, they must officially declare to the Technical Delegate which of these fuels they will use.
1.8	**OIL-RETENTION DEVICE**
	All cars must utilize an FIA-accepted lower engine oil retention device; a belly pan may be used in lieu of device attached to the engine. The belly pan must extend from frame rail to frame rail and extend forward of the harmonic balancer and in front of the rear motor plate and must incorporate a minimum 51mm high lip on sides. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A non-flammable, oil-absorbent liner is mandatory inside of retention device. Cars can also be equipped with a properly fitting, SFI Spec 7.1 or 7.2 Lower Engine Ballistic/Restraint Device. See General Regulations 1.8.
1.12	**THROTTLE**
	Throttle control must be manually operated by the driver's foot: electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. See General Regulations 1.12.
	2 – DRIVETRAIN
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3 or 1.4 mandatory. Flywheel shield meeting SFI Spec 6.1 mandatory, SFI Spec 6.2 or 6.3 mandatory on any car using SFI Spec 1.3 or 1.4 clutches. Maximum 3 discs only. Minimum disc diameter 152mm (6"). Clutch must be manually operated by the driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Multistage, variable release, lockup-type clutch of any description prohibited. Throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Flywheel shield cannot be welded into the car and/or (used as a cross member) frame. Frame and/or body braces cannot be welded to flywheel shield. See General Regulations 2.3, 2.5, 2.6 and 2.9.
2.4	**DRIVELINE**
	Driveshaft must meet SFI Spec 43.1. Front-wheel-drive cars must be converted to rear-wheel drive. Each end of driveshaft must have round 360° drive-shaft loops within 152mm of U-joints. Additionally, driveshaft must be covered by 360° tube, covering the front U-joint and extending rearward a minimum 305mm. Minimum thickness of tube is 1.3mm (0.50") chrome moly or titanium or Docol R8. Driveshaft tube must utilize a minimum of four (4) attachment points to the chassis, either bolted with minimum 8mm SAE bolts or welded or 6mm push/pull pins. See General Regulations 2.4.
2.11	**REAR END**
	Aftermarket axles mandatory. Full-floating or live axle units permitted. Minimum 40 spline axles mandatory. See General Regulations 2.11.
2.12	**TRANSMISSION**
	Aftermarket planetary or clutchless transmission with a maximum of five (5) forward speeds and reverse permitted. Automatic transmission prohibited. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited. Each individual shift must be a function of the driver and controlled manually. See General Regulations 2.12, 2.13 and 2.14.
	3 – BRAKES AND SUSPENSION
3.1	**BRAKES**
	Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic brakes mandatory. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake pads (front and rear) mandatory; all other materials prohibited. Brake lines must be out of flywheel and driveline area. Line-lock permitted on front wheels only, must be driver activated. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. See General Regulations 3.1.
3.3	**STEERING**
	Stock-type steering in conventional location mandatory. A quick-release mechanism for the steering wheel is compulsory. ~~and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodization or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis. Alternatively, a quick-disconnect steering wheel meeting SFI Spec 42.1 may be used. Minimum steering-wheel diameter, 279mm.~~ Maximum two (2) buttons permitted on steering wheel. See General Regulations 3.3 and 4.1.

3.4	**SUSPENSION**
	Full automobile production systems mandatory. On FIA-accepted four-link suspension systems, when quick-pins are used, pins must have an attachment to keep them from falling onto racing surface when not in use. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel, for a maximum of four per car. Fabricated units permitted. Lightening of stock components prohibited. Rigid-mounted suspensions or straight front axles prohibited. Digressive spring devices and digressive springs 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 controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are pre-set before the run. Only one (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 data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the burn-out area. All wiring must be visible and easily traceable for technical inspector. Control boxes must be FIA-accepted. Shock/strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3.4.
3.6	**WHEELIE BARS**
	Permitted. ~~Wheels must be non-metallic.~~ See General Regulations 3.6.
	4 – FRAME
4.2	**BALLAST**
	Permitted. Any ballast mounted on, or in front of, forward cross member is limited to 14kg maximum, including bracket. Maximum length of bracket 305mm, measured from the front of the cross member. Width of bracket may not exceed width of lower frame rails. Maximum amount of ballast permitted to be attached to the single-tube-frame-design fuel-cell tube is 11kg. If support bars constructed of minimum 13x1.25mm (½"x0.049") tubing are installed to support the single-tube-frame design, maximum of 18kg of ballast may be attached. Support bars may either be welded or bolted. Must be FIA-accepted design. Maximum distance from front motor-plate to front of bracket is 914mm. Bracket may be constructed of either minimum 32x1.5mm (1¼"x0.058") round chrome moly tubing with minimum four (4) 10mm diameter SAE Grade 8 bolts for attachment, or of minimum 6mm 6061 T6 aluminium plate with minimum four (4) 12mm diameter SAE Grade 8 bolts for attachment, or FIA-accepted DESIGN. All other weight bars, pucks, etc. must use minimum 12mm diameter SAE Grade 8 bolts for attachment. See General Regulations 4.2. Ballast may not be mounted higher than the top of the rear wheel tubs with the exception of the funny car cage area. In the funny car cage area, ballast may not be mounted higher than the top of the driver's shoulders. Disguised ballast prohibited (this includes solid tubing, etc. welded to chassis above the top of the rear wheel tubs).
4.3	**HELMET SHROUD**
	Optional. If a Funny Car style helmet shroud (optional) is used, all bolts retaining panels to the roll-cage need to be a 13mm 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 easy removal of the shroud once accessible front hex head bolts are removed. See General Regulations 4.3.
4.5	**GROUND CLEARANCE**
	~~Minimum 76mm from front of car to 305mm *(12")* behind centerline of front axle, 51mm *(2")* for remainder of car, except oil pan and exhaust headers.~~ See General Regulations 4.2.
4.8	**PARACHUTE**
	Dual parachutes mandatory. Parachutes must be mounted such that the maximum measurement between the outside edge of the two (2) parachutes does not exceed 610mm. Parachute packs may not be enclosed. Parachutes must be assisted by a launcher system – either air or spring – that is located behind the parachute pack. A pilot spring does not constitute a launcher but is acceptable as a secondary launch unit. Rear of chute pack cannot be forward of rear tip of spoiler. Pneumatic parachute must use minimum 10mm outside diameter line; cannot use separate air supply from other pneumatic functions. A bushing is mandatory over the shroud-line mounting bolt(s). Lower parachute mounting supports must be bolted; upper mounts may be pinned. No more than 89mm of any portion of the parachute pack can be located under the rear of the spoiler. Measured from the parachute pack backing plate to the rear tip of the spoiler. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	**ROLL-CAGE**
	Chassis must meet SFI Spec 25.1H. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. ~~If a Funny Car style helmet shroud (optional) is used, all bolts retaining panels to the roll-cage need to be a 13mm *(½")* 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 easy removal of the shroud once accessible front hex head bolts are removed.~~ On any car constructed after Oct. 31, 2006, a panel of 0,8mm aluminium, 0,6mm steel, or carbon fibre must be installed on the inside portion of the roll-cage anywhere the driver's legs can come into contact with the cage. Panels must be installed in the front and lower portion of the driver~~'s~~-side x-brace. Panels must attach to the interior side of the tubing, or no farther than the middle of the tubing, with "impact-type" padding attached to the panels. See General Regulations 4.4, 4.11 and 10.6.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6. ~~Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory. Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.~~
4.12	**WHEELBASE AND FRONT TREAD WIDTH**
	Front wheels may be moved a maximum of 127mm forward to accommodate the extended front end body as outlined under 7.1 BODY. Rear axle may be moved forward a maximum of 102mm. Maximum wheelbase variation from left to right: 25mm. 2001 and later cars, wheelbase maximum 2667mm, minimum 2642mm. Cars built prior to January 1, 2001 may remain plus or minus 51mm of stock wheelbase.

5 – TIRES AND WHEELS	
5.1	**TIRES**
	Tires to be automotive type represented by manufacturer for Drag Racing. Clearance from outside of front tire to inside of fender at closest point not to exceed 102mm. Rear clearance 140mm from outside of tire to inside of fender at widest point. Maximum height of front tire is 635mm. See General Regulations 5.1.
5.2	**WHEELS**
	All rear wheels must meet SFI Spec 15.1 or 15.3, measuring 16"x16" *(406x406mm)*, and be of a beadlock design, with an inner bead minimum 375 ± 3mm. ~~Any SFI Spec wheel must be used in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved in writing by FIA.~~ Wheel discs or covers prohibited. Modification and/or lightening prohibited. See General Regulations 5.2.
6 – INTERIOR	
6.1	**DRIVER COMPARTMENT**
	The Driver~~s~~ Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the car in maximum 8 seconds through the Driver side Door, or in maximum 14 seconds through the "Passenger side" Door.
6.2	**SEAT**
	Driver seat must be minimum 610mm high. Seat frame must be installed as a permanent part of the chassis. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the ~~as~~ seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. Removal of passenger seat permitted. Dashboard exterior appearance must be retained. Fiberglass replica of original permitted. Gauges may be painted in or simulated. Headliner area must have a finished appearance. See General Regulations 6.2.1.
6.2.2	**INTERIOR SHEETING ~~SHEET METAL~~**
	Driver compartment interior must be aluminium, steel, or FIA-accepted carbon fibre. Magnesium prohibited. Interior sheeting ~~Sheet metal~~ may not extend into rear window any higher than wheel tubs. Trunk must be completely separated from driver compartment with firewall. See General Regulations 6.2.2.
6.3	**WINDOW NET**
	Window net meeting SFI Spec 27.1 or a window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory. Window nets must be either ribbon or mesh type. No solid material type. See General Regulations 6.3.
7 – BODY	
7.1	**SPOILERS**
	Rear spoiler length, maximum 357mm, minimum 305mm, unless specified by body design. Measured from the body line to spoiler transition point to rear of spoiler. A 90° wicker is mandatory across the rear of spoiler. Wicker height is 19mm minimum. This measurement will be taken on the inside of the wicker. Height of the wicker is not included in the total length of the spoiler measurement. May not be moulded into deck lid. All spoilers to be painted to match paint scheme. No lower than horizontal. Roof-mounted spoilers prohibited. Air foils prohibited. Any front spoiler used must have been factory available for body used. Any adjustment or movement during run prohibited. Spoiler measured as follows (see Drawings 1 and 2): A straight edge will be placed on the spoiler, perpendicular to the centerline of the car and level to the ground. Distance between level and lowest part of spoiler not to exceed 51mm. Mandatory height of spill plate 152mm ± 3mm variance; must be attached to spoiler so that a mandatory 25mm ± 3mm variance extends above edge of spoiler; must be vertical to the spoiler. Spill plate may not extend more than 51mm past rear of spoiler, measured from where it attaches to the spoiler. Spoiler and fill area combined may not be more than 597mm in total width; spill plate may not extend forward of the spoiler fill area or more than 51mm past rear of spoiler or be more than 660mm long. When the quarter panel and deck lid follow different contours, a maximum 165mm long filler area is permitted on front edge of the spoiler to permit spoiler to follow contour of deck lid (see Drawing 2). Filler area must follow quarter panel contour, and may not be fashioned so as to permit air to pass underneath it.
7.1.2	**BODY**
	Sports cars, sedan deliveries, trucks prohibited. Original OEM body shell or FIA-accepted composite body mandatory. Doors must be functional and operable from inside and outside. Doors must be FIA-accepted. Must have sheet-metal deflector plate between fenders and leading edge of doors. Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited. Chopping, channelling, sectioning, or other alterations to contour, length, or width prohibited. Fiberglass or other lightweight body panels permitted. Must be exact duplicates of stock components replaced, must be FIA-accepted prior to use. Any non metallic front-end body parts (forward of firewall) must be covered with SFI 54.1 flame retardant coating. The coating must be applied according to the manufacturer's specifications and recommendations. Modification to manufactured configuration of replacement body panels prohibited, except for minor trimming to fit. To accommodate permitted body relocation/wheelbase modifications, front end may be lengthened in cowl area. Maximum measurement from B-post to nose is +152mm to -25mm from OEM stock measurement. Maximum front end overhang is 1143mm for 2001 and newer cars. All previously accepted body styles may remain plus or minus 25mm from stock. All cars must successfully pass FIA body template inspection prior to competition. Width over front spindle – plus or minus 25mm from stock or 1702mm, whichever is less. Width is front of front tires (including trim) – plus or minus 25mm from stock or 1635mm, whichever is less. All other measurements must remain within plus or minus 25mm as found on the FIA Pro Stock Body Measurement Legend. FIA approval required for all body styles regardless of manufacturer. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet-metal work to the underside of the car that produces a "tunnel" for the passage of air, etc. Front splitter mandatory (see Drawing 30), must attach to the lower front fascia. Splitter must be constructed of aluminium, steel, or stainless steel with a minimum thickness of 1.3mm and a maximum of 1.5mm. Any additional lips or flanges prohibited. Splitter must be flat and parallel to the front lip. Mounting of the splitter must be FIA-accepted. The 10mm lip in the front will not be included in the front overhang measurement. Maximum 64mm inner lip permitted around front portion of front end. Front portion to be considered area from front-wheel opening extending around front end to front of opposite front-wheel opening. Maximum width of rocker-panel support, 76mm. All body mounts must be non-adjustable. For body modifications, final determination rests with FIA Technical Services Department in its sole and absolute discretion.

7.1.4	**BUMPERS**
	Must be FIA-accepted.
7.1.5	**STREET EQUIPMENT**
	Complete tail light assembly must be retained in stock original factory location. Headlight design must be approved by FIA. One functional taillight mandatory. Headlights, parking, stop and tail lights cannot be painted on body. Side marker lights optional. Any other street equipment which does not affect external appearance may be removed.
7.1.6	**WHEEL WELLS**
	Rear wheel wells must be separate for each tire. Maximum height of rear wheel tubs from ground, 1016mm.
~~7.3~~	~~**DOORS**~~
	~~Must be functional and operable from inside and outside. Doors must be FIA-accepted. Must have sheet-metal deflector plate between fenders and leading edge of doors.~~
7.4	**FIREWALL**
	Moving stock firewall location rearward for engine installation permitted. Minimum 0,6mm steel firewall mandatory on any car constructed after 31 October 2006. See General Regulations 7.4.
7.5	**FLOOR**
	Driver's and passenger's-side floor pan must be steel and welded in place on any car built after Oct. 31, 2006. Remainder of stock floors may be replaced with 0.6mm steel, 0.8mm aluminium or FIA-accepted carbon fibre. Subfloors and/or belly pans prohibited with the following exception: Floor area between the center frame rails extending from the rear cross member to the bellhousing may be enclosed from the bottom side. Must use minimum 0.6mm steel, 0.8mm aluminium, or carbon fibre for material. Magnesium prohibited. Maximum width for enclosure is 610mm. Material may not extend more than halfway around on outside of center frame rails and may be two pieces. May be either welded in or removable. Floor supports acceptable; maximum total width of material for supports 102mm. Chassis, frame, and driveline must be below floor. Rear floor may not be higher than 203mm above door sill. Driveline tunnel behind driver's seat may be higher for proper clearance. Magnesium interior panels prohibited. See General Regulations 7.5.
~~7.6~~	~~**GRILLE**~~
	~~Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited.~~
7.6	**HOOD AND HOOD SCOOP**
	Permitted, one opening only. May not extend more than 279mm above the height of the hood surface as measured from the top of the hood-scoop opening directly down to hood surface. Must be finished and painted to follow body paint scheme. Hood must be stock size and contour. Cowl section may be moulded to hood. A minimum of four fasteners must be used on the leading edge of all lift-off hoods. Transducers, sensors, hoses, wiring, vents, etc. prohibited inside hood scoop. The use of an air filter permitted. Filter must be mounted at the opening of the hood scoop; any other location prohibited. Cars utilizing Fuel Injection: Hood scoop prohibited. Hood must be stock size and contour. The cowl section may be moulded to the hood. A minimum of four (4) fasteners must be used on the leading edge of all lift-off hoods.
~~7.72~~	~~**HOOD WITH FUEL INJECTION SYSTEM**~~
	~~Hood scoop prohibited. Hood must be stock size and contour. The cowl section may be moulded to the hood. A minimum of four (4) fasteners must be used on the leading edge of all lift-off hoods.~~
7.8	**WINDSHIELD, WINDOWS**
	Full windows mandatory, side and rear windows, 3mm minimum-thickness polycarbonate material permitted. Windshield, 5mm minimum thickness polycarbonate material required. Must match original contour and mount in stock location. Windows must be closed, need not be operative. Cutting and/or notching windshield permitted if covered by hood and/or scoop. Windshields and/or windows must be clear, without tinting or colouring. Side windows, including quarter windows, limited to driver's name, car number, car builder name, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge of windows must remain uncovered. The FIA reserves the right to accept or prohibit placement of decals on windows as deemed necessary to comply with this rule. See General Regulations 7.8.
	8 – ELECTRICAL
8.1	**BATTERIES**
	Maximum two (2) batteries; total weight wet, fully charged, including battery box: 45kg. Trunk installation mandatory. See General Regulations 8.1.
8.3	**IGNITION**
	The MSD 7530T, 7720 and 7730 ignition systems are the only accepted units for FIA competition. All other ignition systems are prohibited. Any ignition system and/or components other than those specified must be FIA-accepted prior to usage. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. All MSD 7530T ignition systems must have the three (3) retard wires (pink, tan, and violet) and the points input wire (white) clearly disconnected to disarm the wires from any connection or perceived connection to any other part of the car. The Timed Safety Rev Limit function of the ignition must be set to 8 seconds and 4,000 rpm. MSD 7730 Power Grid unit permitted. Permitted ignition for fuel injection. Contact FIA Technical Department for specifications and requirements.
8.4	**MASTER CUTOFF**
	Mandatory. See General Regulations 8.4.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.

9 – SUPPORT GROUP	
9.1.2	**SHUTOFF DEVICE**
	Properly installed and operational Electrimotion Pro Stock Shutoff Controller Kit (RF001PS) mandatory. The Electrimotion Pro Stock Shutoff Controller Kit must be properly installed (see Drawing 39 and manufacturer's instructions). It is prohibited to modify or tamper with the Electrimotion Pro Stock Shutoff Controller Kit. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.
9.2	**DATA RECORDERS**
	Data recorders permitted; must be standalone**,** FIA-approved and used for information gathering only. Digital dash display acceptable. Ride height sensors permitted; may only be connected to data recorder. See General Regulations 9.1, 9.2 and 9.11.
9.3	**FIRE EXTINGUISHER SYSTEM**
	Fire extinguishing system must meet SFI Spec 17.1**,** FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) Minimum 2.5kg. System must be divided with one nozzle on driver's side and one nozzle on engine. All cars are required 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. Minimum size 16mm. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.8	**PRESSURIZED BOTTLES**
	Maximum one (1) pressurized container per car. See General Regulations 9.8.
9.12	**PUSH OR TOW CARS**
	Three or four wheeled, Quadrunner/ATV type push or tow car permitted. Full-size tow car permitted. See General Regulations 9.12.
9.14	**WARMUPS**
	See General Regulations 9.5 and 9.14.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.4	**CREDENTIALS**
	Valid FIA International License mandatory. ~~See General Regulations 10.4.~~ See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum six (6)-point Driver restraint system meeting FIA Standard 8853/98 or 8853-2016, or SFI Spec 16.1, 16.5 mandatory. See General Regulations 10.5.
10.7	**HELMET**
	A full-face helmet and visor is mandatory. ~~meeting FIA Standards 8858-2002 or 8858-2010 or 8859-2015 or 8860-2004 or 8860-2010 or 8860-2018 or Snell SA2010, SAH2010, SA2015, SA2020 or SFI 31.1/2010, 31.1/2015, 31.1/2020 mandatory (goggles prohibited).~~ See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer's instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclavas meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. ~~See General Regulations 10.7.~~
10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8 ~~The device/system must display a valid label. At all times that the driver is in the race car, from the burn out area until the car is on the return road, driver must properly utilize a head and neck restraint device/system meeting FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock/balaclava or skirted helmet is mandatory.~~
10.9	**DRIVER**
	Must be in stock location. Driver's seat to be no less than 559mm from center of rear axle to seat back (where shoulder harness passes through).
10.10	**PROTECTIVE CLOTHING**
	Jacket and pants or suit meeting SFI Spec. 3.2A/15, gloves and footwear meeting SFI Spec. 3.3/5, FIA Standard 8856-2000 or 8856-2018 mandatory. All jacket/pants or driver suits that meet SFI Spec. 3.2A/15 must be recertified every five (5) years. (Label must indicate year 2017 or later). An SFI Spec. 3.3 head sock/balaclava, FIA Standard 8856-2000 or 8856-2018 or SFI Spec. 3.3 skirted helmet is required in all cars, See General Regulations 10.10.

SECTION 11 – FUNNY CAR

	DESIGNATION
	FC, preceded by car number. Reserved for supercharged nitromethane burning Funny Cars built specifically for drag racing competition. Any proposed changes to car design or car components must be submitted in writing to the FIA for review and approval or disapproval, at the absolute and sole discretion of the FIA. Only safety-enhancing modifications will be considered for approval and implementation during 2021. Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, the FIA does not intend for any performance-enhancing modifications to be implemented in 2021. Plans for proposed changes to car design or car components and, if practicable, prototypes, must be submitted to the FIA as part of the review process. Fees and costs, if any, incurred by the FIA in determining whether to approve or disapprove the proposed changes to car design or car components shall be borne by the party submitting the items for review. No proposed changes to car design or car components may be used in competition unless written approval has first been granted. Proposed changes to car design or car components include, but are not limited to, engine blocks, cylinder heads, intake manifolds, fuel pumps, superchargers, body components, wing components and electronics, and include any redesign, reconfiguration, and/or modifications to existing components. It is the participant's responsibility to refer any development, redesign, reconfiguration, and/or modification questions with respect to Funny Car components to the FIA to determine whether these are permitted or prohibited before use in competition, and disqualification or other penalties determined at the FIA's discretion may result if this procedure is not followed.
	CLASS WEIGHT BREAKS
	Minimum weight at conclusion of run: 1168kg incl. driver.
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Any internal-combustion, FIA-accepted, reciprocating, 90° V-8, automotive-type engine permitted. Single-camshaft only; multi and/or overhead cam configuration prohibited. Maximum 8194cm³, Maximum bore center spacing 121.92mm (4.800"). Maximum between cam and crankshaft centerline 137.16mm (5.400"). Maximum two valves per cylinder. Only one (1) cylinder-head design is acceptable: Intake valve angle of 35°±1°. Intake valve size maximum: 62.74mm (2.470"). Exhaust valve angle of 21°±1°. ~~Combined intake and~~ Exhaust valve size maximum: 48.90mm (1.925"). Starting 1.1.2022, only permitted Bore Size: 106.37mm (4.1879"). Engine block must be forged aluminium and FIA-accepted. The use of cast engine blocks prohibited. Lightening of engine blocks prohibited. Engine blocks must be utilised per manufacturer's specifications. Dry-sump oil system mandatory. Dry-sump system must have tank mounted inside frame rails. Engine must be equipped with SFI Spec 7.1 lower engine ballistic/restraint device, and SFI 14.4 valve covers or blankets. 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 crankshaft/lifter valley become 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 gaskets from extruding. Inner diaper, Taylor part number: 001-ID-FC, NitroSew part number: 4028, KMS Bucket 001 or DJ Safety part number: 750500.wet mandatory. Carbon fibre/composite oil pan prohibited. Valve cover restraints meeting SFI Spec 14.4 mandatory.
1.3	**EXHAUST**
	Double-pipe insulated exhaust headers mandatory. Minimum Funny Car header angle: 40°, measured in reference to ground and parallel to the center line of the car (X axis). Maximum header pipe O.D. 70mm. O.D. and I.D. must remain constant beginning 102mm below the header flange to the exit of the header. Maximum width of headers: 2108mm. Maximum header height 292mm, measured from the ground to the highest point at the exit of the exhaust. Centerlines of all four exhaust pipes must be parallel to each other and each pipe must contact adjacent tube.
1.5	**FUEL SYSTEM**
	Fuel gauge lines in the driver compartment must be steel braided with steel fittings. Fuel cells permitted. Pressurized fuel tanks prohibited. Mandatory fuel tank vent, 25mm diameter hole in front of body to vent fuel tank outside of body, to help prevent fire from being drawn into tank through vent. Artificial cooling and/or heating of fuel prohibited. All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure tested. All testing must be hydrostatic for minimum 30 seconds at 52 bar *(750psi)*. See General Regulations 1.5.
1.5.2	**FUEL INJECTOR HAT**
	Maximum permitted fuel injector air inlet opening: 419.35cm^2, in fully open position, excluding cross shaft in fully open position. The maximum accepted height from the crankshaft centerline to the top of the injector hat is 864mm. The injector hat shall extend forward no more than 264mm from the front of the injector hat to the front bolt on the blower case opening. Electronic or electrically controlled fuel injection prohibited (see Drawing 29). Any FIA-approved modification must be performed by the original manufacturer only.
1.5.4	**INTAKE MANIFOLD**
	Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 64.5cm^2. If multiple panels are used, total area of rupture disks must equal or exceed 77.4cm^2. Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted. "Doubling" or "tandem" panel installations prohibited. Accepted setback manifolds: AJPE Stage III 25A-010/103/110, JFR FAM1174 and TBS-500. If using the TBS-500 manifold, a tether is required connecting the two halves of the Manifold. All other setback manifolds prohibited unless FIA-accepted. Manifold studs must be manufactured per FIA specifications. Front manifold restraint meeting SFI 14.5 mandatory on JFR FAM1174 intake manifolds. Unless running the AJPE Stage III 25A-110 a maximum of one of the 69.3cm^2 openings may utilize double panels or be blocked off. See General Regulations 1.10.
1.6	**FUEL**
	All fuels other than nitromethane and methanol prohibited. Nitromethane content restricted to 90% maximum.

1.8	**OIL-RETENTION DEVICE**
	Engine oil-retention pan mandatory. Minimum material, 1.3mm aluminium or 1mm carbon fibre/Kevlar. Pan must extend rearward of the motor plate a minimum of 76mm to capture oil from rear main seal, but no more than 76mm rearward of the motor plate. Pan length from motor plate forward must extend a minimum 76mm forward of the front face of the lower pulley. A longer pan to provide improved oil retention is acceptable; however, the pan must not extend under driver's seat or provide air passages that would be considered to enhance ground effects. Pan may be no wider than outside edge of the bottom frame rails and must extend to the top of the upper frame rails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 102mm high bulkhead on front and minimum 51mm high bulkhead on rear for oil retention during acceleration and deceleration. Bulkheads must be "coved" toward oil pan to assist oil in staying within the confines of the bulkheads. A non-flammable, oil-absorbent liner mandatory inside of retention device. All holes, cracks or other openings must be plugged to prevent oil from leaking out of oil-retention pan.
1.9	**OIL LINES**
	Rear main oil feed line, if installed, must be stainless steel. All flexible-pressure oil lines, excluding return lines and any line 2.1 bar (30 psi) or lower in pressure, must use a factory-crimped connection and be pressure-tested. All testing must be hydrostatic for minimum 30 seconds at 52 bar (750 psi). Otherwise hard line mandatory. Oil lines must be protected from blower belt by use of a guard. When the oil filter and/or dry-sump tank is mounted separate from the engine, oil lines must have a minimum 25mm free travel. The use of automotive type screws on canister filters is prohibited.
1.10	**SUPERCHARGER**
	Restricted to Roots-type supercharger, rotor helix angle not to exceed that of a standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 567mm case length, 286mm case width, 483mm rotor length. Maximum rotor diameter: 148mm including fixed stripping. The top opening may not exceed 299mm in length and 117mm in width. The case must have removable front and rear bearing end plates. Rotors must be contained within one-piece case. Inlet/outlet cavity permitted on front plate only, restricted to maximum 25mm, measuring from face of bearing plate to the back of the cavity. Cavities are not permitted in rear plates. Spacer or components between top of supercharger case and bottom of hat restricted to 51mm maximum. Spacer and components may be constructed of aluminium or FIA accepted composite materials only. Variable multi-speed supercharger devices prohibited. Supercharger overdrive may not exceed 1:1.50. See General Regulations 1.10 and 1.11.
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations 1.11
1.12	**THROTTLE**
	Throttle control must be manually operated by the driver's foot: electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. The following is an exception to this rule: In an effort to reduce oil downs, parameters that indicate imminent engine failure (e.g. pan pressure etc.) may be used to activate a system capable of pushing the throttle pedal to the closed position. All systems performing this type of function must be approved by the FIA. An FIA-accepted mechanical device for controlling engine rpm during the burnout may be attached to the injector or throttle linkage but may not be driver-controlled. See General Regulations 1.12.
1.13	**VENT TUBES - BREATHERS**
	FIA-accepted catch can/vent tube system mandatory. Twist-on/quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin prohibited. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Double O rings required at each breather hose to valve cover attachment. Minimum 32mm inside diameter hoses are required from each valve cover to the catch can inlets and/or frame rails and from each frame rail outlet to both catch can inlets. Minimum catch can(s) capacity is an eight-quart sump (i.e., below the bottom baffle). Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two (2) 29mm inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two (2) 29mm inside diameter openings (or equivalent area). See General Regulations 1.13.
1.14	**VALVE COVERS**
	Must be fabricated from steel, titanium, or aluminium (no cast or composite permitted). Must be FIA-accepted. Must be installed using 8mm steel studs (4130 minimum) and steel or titanium nuts. Titanium valve covers must meet SFI Spec 14.4, aluminium or steel valve covers must have SFI Spec 14.4 blanket.
	2 – DRIVETRAIN
2.1	**ANTI-BLOWBACK DEVICE**
	Anti-blowback device mandatory. See General Regulations 2.1.
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.3 and flywheel shield meeting SFI Spec 6.2 mandatory. Maximum depth of flywheel shield: 239mm (inside). Maximum six (6) clutch discs permitted. Aluminium flywheels prohibited. Clutch exhaust filter mandatory. Refer to General Regulations 2.3, 2.5, 2.6, 2.7 and SFI Spec 10.5 for complete motor plate and bellhousing guidelines.
2.4	**DRIVELINE COVER**
	Each end of driveshaft must have a full 360° cover of minimum 1.6mm steel or 3mmaluminium. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable cross member, reverser, or third member.
2.11	**REAR END**
	Rear-end gear ratio restricted to 3.20:1 only; may not be higher or lower. Aftermarket full-floating or live axle assembly mandatory. Periodic maintenance must be performed per the manufacturer's requirements. Front-loading or pumpkin-style rear end prohibited. See General Regulations 2.11.
2.12	**TRANSMISSION**
	Transmission prohibited. Torque converter prohibited.

2.15	REVERSER
	Reverser mandatory. Neutral lockout release pin mandatory. Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover. All reversers must be equipped with a pneumatically operated neutral lockout release pin. Installation must be such that the driver can easily and quickly release the pin with all safety equipment in place.
2.15.1	REVERSER COVER
	A one-piece tunnel, covering the reverser and driveshaft, mandatory. Must extend from rear of bellhousing back to within 51mm of the front of driver's seat and be of titanium of 2mm thick minimum, chrome moly 4130 of 2.3mm thick minimum, carbon composite of 2.54mm thick minimum, or carbon / titanium of 3.3mm thick minimum. Hole permitted for lever. Must include minimum 25mm horizontal, mounting flange at edges of tunnel. Mounting to chassis floorxmember, minimum four places, 8mm steel or titanium bolts mandatory. Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover.
2.15.2	REVERSER SHIELD
	A one-piece ballistic shield covering all unit's mandatory. Must meet SFI Spec 4.1. See General Regulations 2.13.
	3 – BRAKES AND SUSPENSION
3.1	BRAKES
	Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Four-wheel hydraulic disc brakes with dual master cylinder mandatory. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake parts (front and rear) mandatory; all other materials prohibited. Steel brake lines mandatory. FIA-accepted fireproof brake-line covering mandatory on all (front and rear) flexible connection lines. Contact the FIA Technical Department for approved manufacturer(s). Brake lines passing engine or blower drive must be shielded. See General Regulations 3.1. Handbrake handle must be constructed of minimum 8mm thick by 25mm wide aluminium, steel, or titanium. Lightening of handbrake handle (i.e. holes, machining, etc) prohibited.
3.3	STEERING
	A quick-release mechanism for the steering wheel is compulsory. ~~and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodization or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.~~ ~~Alternatively, a quick-disconnect steering wheel meeting SFI Spec 42.1 may be used. Plating of steering components prohibited.~~ See General Regulations 3.3 and 4.1.
3.4	SUSPENSION
	Front and rear suspension prohibited. Steel front-spindle assembly mandatory, minimum 4130 steel. All other materials prohibited. Plating of front suspension components prohibited. See General Regulations 3.4.
3.6	WHEELIE BARS
	Mandatory; must be functional. Carbon fibre wheelie bars prohibited. ~~Wheels must be non-metallic.~~ See General Regulations 3.6.
	4 – FRAME
4.2	BALLAST
	Permitted. Must be secured with minimum of two (2) 13mm or four (4) 10mm Grade 8 fasteners per 45kg and be FIA-accepted.
4.3	HELMET SHROUD
	All cars in Funny Car must have a rear roll-cage shroud. A multi-piece shroud is permitted. The shroud must be constructed of minimum 1.9mm (0.075") Grade 2 ASTM-B-265 titanium or 2.28mm (0.090") 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three (3) 6mm minimum diameter Grade 8 bolts and bosses per side, to the top with one 6mm minimum diameter Grade 8 bolt and boss, and to the rear bars with a minimum of two *(2)* 6mm minimum diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Three-piece shields must be made with two side shields and a center section. The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop to the extent that protective equipment cannot inadvertently catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. Bolt heads must be 13mm hex-style head.
4.4.1	TOW-STRAP HOOP
	Mandatory. See General Regulations 4.4.1.
4.5	GROUND CLEARANCE
	~~Minimum 76mm *(3")* from front of car to 305mm *(12")* behind centerline of front axle, 51mm *(2")* for remainder of car, except oil pan and exhaust headers.~~ See General Regulations 4.5.
4.7	REAR BODY MOUNT TREE
	Rear body mount tree must be constructed of 4130 steel. Titanium or other material not permitted.
4.8	PARACHUTE
	Dual parachutes mandatory. Two (2) separate shroud line mounting points mandatory with sleeved 12mm minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 4.75mm 4130 steel or titanium. Shroud lines must be covered with 2mm thick leather or FIA-accepted material from mounting point into the pack. An FIA-accepted parachute tether(s) must be routed through each shroud line end loop and be attached using the rear end mounting bolt(s) on each side. FIA-accepted parachute tether(s): Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one (1) tether is required, which must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with fire-resistant material. Two separate release cables mandatory. The parachute floor must be flat and may not extend more than 152mm rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. Parachute mounting box must be FIA-accepted prior to competition. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.

4.11	**ROLL-CAGE**
	Chassis must meet SFI Spec 10.5A. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. All wiring must be external of the frame rails; routing of cables, hydraulic or pneumatic lines inside the chassis is permitted. See General regulations 4.4, 4.11 and 10.6.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6. ~~Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory. Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.~~
~~4.8~~	~~**TOW STRAP HOOKS**~~
	~~All cars must have tow-strap hoops on the lower front of the chassis. Hoops must be capable of accepting a 51mm (2") tow hook without lifting the body and not stressing the body when the car is being towed. Hoops must line up with the centerline of the car or below the body-release rod and clearly marked on the body with an arrow pointing down.~~
4.12	**WHEELBASE**
	Minimum 3150mm; maximum 3175mm; measured on the long side. Maximum wheelbase variation from left to right: 51mm. Rear tread width cannot be outside of body line nor more than 76mm inside body line. Front tread width must be no more than 152mm inside body line. Measurements will be taken from outside edge of tire to inside edge of body.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Tires to be automotive-type represented by manufacturer for Funny Car. Manufacturer name, logo, and tire identification markings must be unaltered and as provided by tire manufacturer, and visible on all four tires at all times. Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures. Minimum tire pressure at start of run 0.41 bar *(6psi)*. See General Regulations 5.1. All drive tires must either be, or have been, generally available to all competitors. Tires that are currently being provided by the manufacturer, the manufacturer's representative, or other commercial entity must be available to all competitors within that category.
5.2	**WHEELS**
	Front wheels meeting SFI Spec 15.2 mandatory. Beadlock 16" (406mm) rear wheels meeting SFI Spec 15.4 mandatory; inner bead minimum 375 ± 3mm. Any modifications and/or lightening, unless performed by the manufacturer is prohibited. The rear wheels must be completely isolated from driver compartment. Wire wheels prohibited. Rear-wheel discs or covers prohibited. Wheels must conform to applicable tire manufacturer requirements. Titanium wheel studs prohibited.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver~~s~~ Compartment must be designed in such a way as to allow the driver wearing his complete safety equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the car in maximum 9 seconds.
6.2	**SEAT**
	Driver seat bucket must be made of aluminum or steel. Use of magnesium or carbon fiber driver seat buckets are prohibited. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Seat~~s~~ must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the ~~as~~ seat upholstery. ~~The seat must make contact with the driver's entire back, buttocks and upper thighs. Magnesium prohibited.~~ See General Regulations 6.2.1
6.2.2	**INTERIOR SHEETING~~SHEET METAL~~**
	Driver compartment interior, firewall, seat, etc. must be aluminium or steel. Magnesium or carbon fibre prohibited; carbon fibre injector "doghouse" permitted. See General Regulations 6.2.2.
	7 – BODY
7.1	**AIRFOILS**
	Prohibited.
7.1	**SPOILERS**
	Permitted, rear only. Rear spoiler cannot be "built in" to body. Rear deck relocation cannot extend more than one-third of the as-produced replica body's rear window. Side surfaces of elevated decks must be completely covered by spoiler spill plates. Deck area inside spill plates may be no more than 45mm lower than area outside spill plates. Spoiler surface, front and rear, must be a continuous single-curved plane. Any lips, notches, decks, or steps prohibited in the spoiler surface, except for wickers. Spill plates must consist of vertical planes running parallel to the car. A maximum of two (2) additional supports (ribs or plates) will be permitted anywhere between the spill plates, as long as they are in the vertical plane, running parallel to the spill plates. If the body is equipped with a rear-spoiler support, which extends from the spoiler to the bumper area and is parallel to the spill plates, a diagonal brace will be permitted. If this brace is to the outside, it must be cut in a straight line, diagonally from the rear of the support to the outside flange of the body. Maximum rear-spoiler width, including spill plates and attachment points, 1372mm. Rear spoiler spill plates cannot be located forward of the centerline of the rear axle and onto rear quarter. Spill plates cannot be more than 127mm above the roof line or 1524mm from the ground, whichever is less. Rearmost point of spill plate may not be more than 1524mm past the centerline of the rear axle. Lip on rear spoiler (vertical) 13mm maximum. Spill plate supports permitted on one side of spill plate only, not both. The trailing edge of rear spoiler may not extend more than 1422mm past the centerline of the rear axle, may not be more than 127mm above the roof line or 1524mm from the ground, whichever is less, and the forward and trailing edge may not be mounted so as to preclude a "wing" configuration. Wicker on spoiler not to exceed 51mm forward or back. The installation of vortex generators is permitted on the spoiler assembly only; prohibited on car body. Any adjustment or movement during run prohibited. Air flow through spoiler or past the underside of spoiler, other than hinged taillight area, prohibited. Spoiler may be constructed of FIA accepted composite material, but spill plates must be made of minimum 2mm magnesium H24 alloy, 2mm 6061 aluminium, or 4mm carbon fibre. Any carbon-fibre spill plates must be FIA-accepted prior to use. Spill plates shall be attached to the body with minimum 6mm steel screws and aluminium nuts. An aluminium backup washer must

	be used on the underside of the body, minimum 19x0.7mm. Spill plates shall be connected by at least one (1) 1.6mm stainless steel cable looped through a minimum 8mm *(*AN42) eyebolt using the proper thimble (AN100) for the size cable used, and crimped with a copper nico press sleeve (cable specs: 7x7 strand core, 218kg breaking strength to Mil Spec Mil-W-83420) and one pair of the same specified cables attaching to the deck of the body. Spill plate must be attached to the body by aluminium nuts. Minimum one 8x1mm 4130 center wing strut shall be fastened, one end to the body deck, the other to the spoiler, and located in the center of the spoiler width-wise. The attachment bracket on the body to be minimum 1.6mm steel secured to the body deck with two 8mm or three 6mm steel screws with aluminium nuts. A 0.7mm minimum steel backup doubler must be used under the body to attach the wing strut bracket: 51x51mm minimum size.
7.1	**WINGS**
	Prohibited.
7.1.2	**BODY**
	FIA-accepted coupe or sedan body of a type originally mass-produced by automobile manufacturer (domestic or foreign). Body age no more than 15 years prior to current model. Must have originally measured 1600mm wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fibre permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited. Any modification to body not described in this Rulebook prohibited. Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited. Maximum body width variation from front to rear is 152mm. Minimum body width is 1524mm when mounted. Bodies are measured at centerline of front and rear axles. A body header flange lip is permitted and can measure a maximum of 25mm or as wide as the body, whichever is less. Fender flares or lips, maximum 38mm permitted on forward half of front and 25mm on the rear wheel openings; may not extend rearward of spindle or axle centerlines; must be defined from body. Lips must be mounted in line with wheel opening, and may not be mounted in front of opening. Both the 25mm and 38mm flares will not be considered in any width measurement. Enclosing the wheel wells or the use of wheel fairings is prohibited. Wheel well openings: front, minimum 127mm measured vertically from centerline of the front axle to wheel well opening; rear, minimum 203mm measured vertically from centerline of rear axle to wheel well opening. Trailing edge of rocker minimum 457mm measured directly from centerline of rear axle. Front overhang not to exceed 1016mm measured from the center of the most forward front spindle to the most forward point of the bodywork. Beltline mouldings (if on stock car), headlight and taillight housings or indentations must be incorporated into body. Tail light area may be hinged (top only) for air venting, maximum 645cm^2. On each side, maximum two flaps, that must be adjacent, accepted. The hinged openings must include the taillight and must be rectangular in shape; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood. Maximum height of hood cowling 127mm, may be no wider than base of A-pillars. Roofs may be chopped maximum 51mm. Complete removal of roof prohibited. Minimum roof width 813mm. Minimum width at A-pillar 1238mm; minimum width at C-pillar 1257mm. Length of roof as measured from top of front windshield to top of rear window must remain within 102mm of stock. Rocker panel extensions may not be more than 25mm wide. All bodies run in competition must be run as they come from FIA-approved moulds. Modifications for header clearance will be permitted if authorized in advance by the FIA Technical Services Department. Bodies will be clean of bumper roll pans or any other component(s) which are in FIA's determination unnecessary to the normal mounting tubing, firewall and driver enclosure. No underbody streamlining will be permitted. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet-metal work under the body that produces a "tunnel" for the passage of air, etc., Rub bar / splitter cannot extend beyond the inside body line or be greater than 13mm thick. Maximum width of opening for blower, 660mm. Opening for blower hat must have a minimum 63.5mm clearance between body and throttle linkage, clearance not included in 660mm dimension. Wicker permitted on front and sides of blower opening; maximum height 25mm. Wicker must be installed 90° to body. Final determination on all body modifications rests with FIA Technical Department. Bodies must be equipped with two (2) front-release handles. Handle must be fabricated from round tube maximum 32mm O.D. with a flange welded to the end of the tube. Maximum flange size 140x89mm. Front-release handle must be FIA Drag Racing Commission-accepted prior to use. No part of the front-release handle may extend forward of the front overhang limit. Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin-and-cable type with capability to remove body without pulling pin. The mechanism must be unobstructed and easily visible and not located within 76mm of any other opening. Release handle must be coloured red and of T-handle design with a minimum measurement of 76mm in length. Contact FIA Technical Department for acceptable design, operation, and installation. Body (hood) burst panel(s), minimum 1858cm², mandatory. Body burst panel(s) must be secured with plastic screws or tie wraps 3mm maximum width. Two (2) FIA-accepted body burst panel tethers, with separate body pads bolted with plates on both sides of panel. Burst panel tethers should be connected to one side of the burst panel only. Taping of body burst panel permitted along front leading edge only, all other sides prohibited. Maximum 25mm wide strip of tape permitted on burst panel. FIA-accepted body burst panel tethers: FIA-approved or Amick Race Car Restraints part number JF-101. Any new body designs, plans, pictures, specifications, or concepts must be submitted to the FIA Technical Department on or prior to November 15 of the preceding year. All new body designs or concepts must receive final approval from FIA on or prior to December 15 of the preceding year. Body specifications may vary for certain exhibition cars; prior FIA approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations, and must be applied externally. Doghouse fire shielding in driver compartment mandatory; if carbon fibre, must be covered with SFI Spec 54.1 flame-retardant covering or coating. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. A minimum of six (3 per side) doublers must be utilized on the mounting tree attachment points connecting the main saddle support structure to the body forward of the 'A' pillar. The six mounting tree attachment points do not include attachment to the front latching system. The framing must be a permanent fixture, with no adjustments. Modification to the lower, rear corner of the front wheel opening(s) may be permitted, IF required to meet the clearance for start line timing lights. In side view, the body should present clearance, all the way across the car, 76mm from the ground, extending for a length of 311mm max, rearward from the front spindle centerline. Any exposed edges or openings as a result of trimming the wheel opening corner should be patched and refinished. Such modifications must be authorized in advance by the FIA Technical Department and accepted upon completion. Front and rear wheel well must maintain OEM radius and contour, and be accepted by FIA at the time of the body approval.
~~7.3~~	~~ESCAPE HATCH~~
	~~A working escape hatch must be installed in top of body to permit easy driver exit; see-through types prohibited. Minimum size, 457x432mm *(18"x17")*. Roof hatch must be permanently attached and hinged at front. Must have release mechanism, operable from both inside and outside of car. All new Funny Car body designs must incorporate, in an area in the rear portion of the roof hatch, a handhold for emergency release.~~
7.1.3	**ESCAPE HATCH**
	Mandatory. See General Regulations 7.1.3
7.1.4	**REAR BUMPERS**
	Must be equipped with rear bumper consisting of a minimum vertical surface of 76mm, maximum allowable cut-out for parachute shroud lines 102x762mm. The trailing edge of rear bumper may not extend more than 1372mm from the centerline of the rear axle. Maximum measurement from trailing edge of rear bumper to ground 737mm at rear tire pressure of 0.41bar *(6psi)*. Maximum 25mm lip permitted on rear bumper as a stiffener, not included in overall measurement.

7.4	**FIREWALL / DASH**
	Must be aluminium or steel; magnesium prohibited. Dash may be minimum 1mm aluminium, firewall minimum 1.3mm aluminium. Dash/firewall overlap seam must use a double row of screws, staggered, on maximum 51mm centers. Minimum fastener requirements are 6mm screws, aluminium nuts, and 19x3mm billet washers. Distance from center of hole to edge of panel, 19mm minimum. Distance from top of bellhousing shroud cut-out to "V" of firewall, 152mm minimum. Minimum 1.3mm doubler plate permitted. One-piece 1.3mm dash/firewall permitted. Firewall must be equipped with fire windows measuring no greater than 161cm^2 on either side of firewall in vicinity of valve covers to warn driver of fire. Laminated safety glass or fire-resistant plastics such as Lexan or Plex 70 mandatory. Metal doghouse fire shielding in driver compartment mandatory; if carbon fibre, must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must seal to clutch cover and to top frame rails. Trailing edge of shield should extend to base of steering wheel and angle toward top of roll cage. Must be mounted with minimum four (4) self-locking fasteners (2 on each side). Minimum material, 1mm aluminium. Hinged top optional. (See Drawing 26) Vertical portion of the firewall must be within ± 1° of the motor plate angle. Forward coving (radius lip that goes forward) is prohibited. Portion of the firewall between inner surface of the body and the chassis can be no higher than 305mm, as measured from the bottom of the rocker panel to the bottom of the firewall. If the bottom of the firewall has a rearward facing radius of 127mm or more, a 13mm tall by 102mm deep diffuser must run the full length of the radius and be installed not more than 25mm from the apex of the initial radius. The rear break point of the lower radius cannot exceed 305mm from the vertical portion of the firewall.
7.5	**FLOOR**
	Subflooring, inside but independent of body, mandatory. Subflooring must not contain openings or gaps
7.8	**WINDSHIELD, WINDOWS**
	Windshield mandatory. Windows optional. Maximum windshield and rear window angle: 3° from stock. Maximum curvature: 51mm from stock. Rear window and quarter windows (if stock equipped) must be defined by actual route line in body and painted or decaled to simulate glass. Side windows**,** or window openings, may be shortened a maximum of 51mm. Drilling or cutting the windshield or rear window for air passage is prohibited. If windows are used, they must be clear. Side windows must have a minimum 152mm diameter opening adjacent to driver. Side windows limited to driver's name, car number, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge of windows must remain uncovered. FIA reserves the right to accept or prohibit placement of decals on windows as deemed necessary to comply with this rule. See General Regulations 7.8.
	8 – ELECTRICAL
8.0	**ELECTRICAL COMPONENTS**
	Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, fuel timers, clutch timers, and engine-shutoff system components only. Functions of fuel timers, clutch timers, and ignition system must be initiated by wide-open throttle switch only.
8.3	**IGNITION SYSTEM**
	The use of ignition systems and/or components is limited to those that have been FIA-accepted for competition. The use of ignition components is limited to the following MSD products: 44 amp coil (part no. 8142); Points Box (8145); Points Box with rev limiter (8147); Six Shooter module sector (8158); Timing Retard (8168); and Programmable Pro Mag Timing Multi Step Retard (89712); and Graphic Editor (part no. 7570) or MSD 8771. The MSD 89712 Pro Mag Digital Retard Control and MSD 7570 Graphic Editor or MSD 8771 are the only accepted units for FIA competition. Any ignition system and/or components other than those specified must be FIA-accepted prior to usage. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Maximum two (2) spark plugs per cylinder. All TDC must be pinned to prevent removal. Maximum two (2) magnetos, not to exceed 44 amps per magneto. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160, MSD Pro Mag Systems, 44 amp, 8130, 8140. Engine RPM Controller: Use of MSD 89712 or 8771 mandatory. Only latest approved firmware permitted.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
	9 – SUPPORT GROUP
9.1.2	**SHUTOFF DEVICE ~~CONTROLLER~~**
	Properly installed and operational Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, SB002FC or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Funny Car Safety Shutoff Controller Kit must be properly installed (see Drawing 40 and manufacturer's instructions). Modification of or tampering with the Electrimotion Controller prohibited. The activation of the system override switch by any means other than parachute deployment is prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and /or enable the shutoff device. Any other use of the Crew Alert Box or the Motorsports Safety Electronics Shutoff System is prohibited.
9.1.3	**PAN PRESSURE SHUTOFF SYSTEM**
	An Electrimotion Pan Pressure Shutoff System Kit (part number PK 01) or an Electrimotion Pan PSI Kit (part number PS 15) connected directly to the mandatory Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, SB002FC or CM3.0) is mandatory on all cars. All of these components must be properly installed per the manufacturer's instructions and fully operational. Maximum setting for the pan pressure switch is 9 PSI. Any attempt to circumvent the function of any of these devices is strictly prohibited.
9.2	**DATA RECORDERS**
	Data recorders permitted; must be FIA-accepted. Ride height sensors permitted; may only be connected to data recorder. Accepted systems: Racepak Pro III, Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. All Pro III output signals must be approved by FIA. See General Regulations 9.1, 9.2 and 9.11.

9.3	**FIRE EXTINGUISHER SYSTEM**
	Minimum 8.5kg or more. System must be divided so that a minimum of 6.2kg is directed into engine compartment by means of nozzle outlets placed in front of each bank of exhaust headers. Remaining 2.3kg 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 with all gauges clearly visible. Fire bottle activation cables must be installed inside frame rail where cables pass engine/ bellhousing area. Fire bottle mounting brackets must be constructed of aluminium or steel. Carbon-fibre bottles prohibited. Fire extinguishing system must meet SFI Spec 17.1**,** FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars" (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52). A manually activated extinguishing system is mandatory for SFI Spec 17.1. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	**TOW CARS**
	Full-size chase cars permitted. See General Regulations 9.12.
9.14	**WARM-UPS**
	When starting a car of this category in the pit area, the car must be fully within the assigned space. NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF THE ASSIGNED PIT SPACE ~~YOUR TRAILER~~. Race teams may not back car out of pit space to start the engine. When occupying the "end spot" pit space, or if the neighbouring trailer does not completely shield your car, it is mandatory to park a push or tow car alongside the race car while the engine is running. See General Regulations 9.5 and 9.14.
	10 – DRIVER
	ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory. See General Regulations 10.3.
10.4	**CREDENTIALS**
	Valid FIA International License mandatory. See FIA International Sporting Code Appendix L, Art. 9. ~~See General Regulations 10.4~~
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum seven (7)-point, driver restraint system meeting FIA Standard 8853-2016 SFI Spec 16.1, or SFI Spec 16.5 mandatory. Wrapping of belt(s) around frame rail or chassis tube prohibited. All shoulder, lap, and leg straps must be mounted to the chassis via mounting brackets that are bolted or welded to the chassis per the manufacturer's instructions. If bracket is bolted through frame rail or chassis tube, hole in frame rail or chassis tube must be bushed, with bushing completely welded to tube. Whether mounted directly to frame or to a tab welded to the frame, mounting bracket attachment bolt must be in double shear and of shoulder bolt design, so as to permit the bracket to pivot and align toward the direction of pull. All belts must be covered with a fire-resistant covering. Seat belt mounting points must be additionally covered with either sheet metal or an acceptable fire-resistant material. See General Regulations 10.5.
10.7	**HELMET**
	For all cars, a full-face helmet and visor is mandatory ~~meeting FIA Standards 8858-2002 or 8858-2010 or 8859-2015 or 8860-2004 or 8860-2010 or 8860-2018 or Snell SA2010, SAH2010, SA2015, SA2020 or SFI 31.1/2010, 31.1/2015, 31.1/2020 *(goggles prohibited)*~~. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System *(Part number SDR 890-01-30)* mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclava meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. A 206 bar *(3000psi)*, 1,84ltr capacity fresh air breathing system mandatory. System must be manufactured by the original helmet manufacturer Helmet must meet applicable SFI or Snell Specs or FIA Standards with fresh-air system installed. Compressed air only. Air can be supplied "on demand" or by constant pressure. ~~See General Regulations 10.7.~~
10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8. ~~The device/system must display a valid label. At all times that the driver is in the race car, from the burn out area until the car is on the return road, driver must properly utilize a head and neck restraint device/system meeting FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock/balaclava or skirted helmet is mandatory.~~
10.10	**PROTECTIVE CLOTHING**
	Driver~~'s~~ suit meeting SFI Spec 3.2A/20, gloves and footwear meeting SFI Spec 3.3/20, head sock/balaclava meeting SFI Spec 3.3, FIA Standard 8856-2000 or 8856-2018, and helmet skirt meeting SFI Spec 3.3/10 mandatory. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified every five (5) years. (Label must indicate year 2017 or later). See General Regulations 10.10.

SECTION 12 – TOP FUEL DRAGSTER

	DESIGNATION
	TF, preceded by car number. Reserved for supercharged fuel-burning Dragsters, built specifically for all-out drag racing competition. Any proposed changes to car design or car components must be submitted in writing to the FIA for review and approval or disapproval, at the absolute and sole discretion of the FIA. Only safety-enhancing modifications will be considered for approval and implementation during 2020. Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, the FIA does not intend for any performance-enhancing modifications to be implemented in 2020. Plans for proposed changes to car design or car components and, if practicable, prototypes, must be submitted to the FIA as part of the review process. Fees and costs, if any, incurred by the FIA in determining whether to approve or disapprove the proposed changes to car design or car components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing by the FIA. No proposed changes to car design or car components may be used in competition unless written approval has first been granted. Proposed changes to car design or car components include, but are not limited to, engine blocks, cylinder heads, intake manifolds, fuel pumps, superchargers, body components, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. It is the participant's responsibility to refer any development, redesign, reconfiguration, and/or modification questions with respect to Top Fuel components to the FIA to determine whether permitted or prohibited before use in competition, and disqualification or other penalties determined at the FIA's discretion may result if this procedure is not followed.
	Minimum weight at conclusion of run: 1052kg, incl. driver.
Chapter	**REQUIREMENTS AND SPECIFICATIONS**
	1 – ENGINE
1.2	**ENGINE**
	Any internal-combustion, FIA-accepted, reciprocating, 90° V-8, automotive-type engine permitted. Single-camshaft only; multi and/or overhead cam configuration prohibited. Maximum Engine size: 8,193cm³ *(500cid)*. Maximum bore center spacing: 121.92mm (4.800"). Maximum between cam and crankshaft centreline: 137.16mm (5.400"). Maximum two valves per cylinder. Only one cylinder-head design is acceptable: Intake valve angle: 35° ± 1°. Intake valve size maximum: 62.74mm (2.470"). Exhaust valve angle: 21° ± 1°. Maximum ~~combined intake and~~ exhaust valve size: 48.90mm (1.925"). Starting 1.1.2022, only permitted Bore Size: 106.37mm (4.1879"). Engine block must be forged aluminium and FIA-accepted. The use of cast engine blocks prohibited. Lightening of engine blocks prohibited. Engine blocks must be utilized per manufacturer's specifications. Dry-sump oil system permitted. Dry-sump system must have tank mounted inside frame rails. Engine must be equipped with SFI Spec 7.1 lower engine ballistic/restraint device, and SFI 14.4 valve covers or blankets. End rail at rear of motor must be covered with ballistic material. 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 crankshaft/lifter valley become 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 gaskets from extruding. Inner diaper, Taylor part number: 002-ID-TF, NitroSew part number: 4028, KMS Bucket 001 or DJ Safety part number: 750500.wet mandatory. Carbon fibre/composite oil pan prohibited. Valve cover restraints meeting SFI Spec 14.4 mandatory.
1.3	**EXHAUST SYSTEM**
	Exhaust must be directed to rear, away from driver. Maximum header pipe O.D. 70mm. O.D. and I.D. must remain constant to the exit of the header. Maximum header pipe length cannot exceed 406mm measured from the top frame rail.
1.5	**FUEL SYSTEM**
	Fuel lines must be isolated from driver compartment by a subfloor or housing when engine is located in rear and fuel tank is front of driver. Fuel gauge lines in the driver compartment must be steel-braided with steel fittings. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom frame rail. No fuel may be routed through any frame member. Fuel cells permitted. Fuel cells meeting FIA Standard FT3, FT3.5 or FT5-1999 recommended. Electronic or electronically controlled fuel system timers permitted. Artificial cooling and/or heating of fuel prohibited. Fuel pump inlet must be of double-barb design. All fuel inlet fittings must be double barb or double bead design and secured with double clamps. Fuel block, down nozzle and manifold nozzle lines must be located so as to be clear of exit pressure from manifold burst panel. All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure-tested. All testing must be hydrostatic for minimum 30 seconds at 51.8 bar *(750psi)*. See General Regulations 1.5.
1.5.2	**FUEL INJECTOR HAT**
	Maximum fuel injector air inlet opening: 419.35cm², measured at butterfly or throttle bodies, excluding cross shaft in fully open position. The maximum accepted height from the crankshaft centerline to the top of the injector hat is 1168mm. The injector hat shall extend forward no more than 264mm from the front of the injector hat to the front left cylinder mounting stud/bolt for the intake manifold to cylinder-head attachment on the blower case opening. Maximum throat inlet opening, 419.35cm². See Drawing 29. Any FIA-approved modification must be performed by the original manufacturer only. Electronic or electrically controlled fuel injection prohibited.

1.5.4	**INTAKE MANIFOLD**
	Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 64.5cm^2. If multiple panels are used, total area of rupture disks must equal or exceed 77.4cm^2. Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted. “Doubling” or “tandem” panel installations prohibited. See General Regulations 1.10 and 1.11. Accepted setback manifolds: AJPE Stage III 25A-010/103/110, JFR FAM1174 and TBS-500. If using the TBS-500 manifold, a tether is required connecting the two halves of the Manifold. All other setback manifolds prohibited unless FIA-accepted. Manifold studs must be manufactured per FIA specifications. Front manifold restraint meeting SFI 14.5 mandatory on JFR FAM1174 intake manifolds. Unless running the AJPE Stage III 25A-110 a maximum of one of the 69.3cm^2 openings may utilize double panels or be blocked off. See General Regulations 1.10.
1.6	**FUEL**
	All fuels other than nitromethane and methanol prohibited. Nitromethane content restricted to 90% maximum.
1.8	**OIL-RETENTION DEVICE**
	Engine oil-retention pan mandatory. Minimum 1.3mm aluminium or 1mm carbon fibre or Kevlar. Pan may extend forward a minimum of 76mm from the front face of the lower pulley and must extend rearward past the cross member under the pinion flange. A longer pan to provide improved oil retention is acceptable, however pan must not extend forward under driver~~'s~~ seat or provide air passages that would be considered to enhance ground effects. Pan may be no wider than outside edge of the bottom frame rails and must extend to the top of the upper frame rails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 102mm bulkheads for oil retention during acceleration and deceleration. Front bulkhead must be reinforced to prevent breakage due to broken blower belt. Rear bulkhead must be behind the rear of the bellhousing. Bulkheads must be “coved” toward oil pan to assist oil in staying within the confines of the bulkheads. A non-flammable, oil-absorbent liner mandatory inside of retention device. All holes, cracks or other openings must be plugged to prevent oil from leaking out of oil-retention pan. See General Regulations 1.8.
1.9	**OIL LINES**
	Rear main oil feed line, if used, must be stainless steel. All flexible-pressure oil lines, excluding return lines and any line 2.1 bar *(30psi)* or lower in pressure, must use a factory-crimped connection and be pressure-tested. All testing must be hydrostatic for minimum 30seconds at 51.8 bar *(750psi)*. Otherwise hard line mandatory. Oil lines must be protected from blower belt by use of a guard. When the oil filter and/or dry-sump tank is mounted separate from the engine, oil lines must have a minimum 25mm free travel. The use of automotive type screw on canister oil filters is prohibited.See General Regulations 1.9.
1.10	**SUPERCHARGER**
	Restricted to Roots-type supercharger, rotor helix angle not to exceed that of a standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 567mm case length, 286mm case width, 483mm rotor length. Maximum rotor diameter: 148mm including fixed stripping. The top opening may not exceed 299mm in length and 117mm in width. The case must have removable front and rear bearing end plates. Rotors must be contained within one-piece case. Inlet/outlet cavity permitted on front plate only, restricted to maximum 25mm, measuring from face of bearing plate to the back of the cavity. Cavities are not permitted in rear plates. Spacer or components between top of supercharger case and bottom of hat restricted to 51mm maximum. Spacer and components may be constructed of aluminium or FIA accepted composite materials only. Variable multi-speed supercharger devices prohibited. Supercharger overdrive may not exceed 1:1.50 See General Regulations 1.10 and 1.11.
1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Mandatory. See General Regulations 1.11
1.12	**THROTTLE**
	Throttle actuating method on rear-engine cars must be protected where it passes blower-drive section. Throttle control must be manually operated by the driver’s foot: electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. The following is an exception to this rule: In an effort to reduce oil downs, parameters that indicate imminent engine failure (e.g. pan pressure etc.) may be used to activate a system capable of pushing the throttle pedal to the closed position. All systems performing this type of function must be approved by the FIA Technical Department. An FIA-accepted mechanical device for controlling engine rpm during the burnout may be attached to the injector or throttle linkage but may not be driver-controlled. See General Regulations 1.12.
1.13	**VENT TUBES - BREATHERS**
	FIA-accepted catch can/vent tube system mandatory. Twist-on/quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin prohibited. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Double O rings required at each breather hose to valve cover attachment. Minimum 32mm inside diameter hoses are required from each valve cover to the catch can inlets and/or frame rails and from each frame rail outlet to both catch can inlets. The vent tube must utilize (metallic) hard lines; if soft lines are to be used the total maximum length is 305mm divided into two equal lengths located on each end of the hard line. Minimum catch can(s) capacity is an eight-quart sump (i.e., below the bottom baffle). Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two (2) 29mm inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two 29mm inside diameter openings (or equivalent area). FIA-accepted vent tubes/hoses are mandatory for all connections. See General Regulations 1.13.
1.14	**VALVE COVERS**
	Must be ~~fabricated~~ steel, titanium, or aluminium (no cast or composite permitted). Must be FIA-accepted. Must be installed using 8mm steel studs (4130 minimum) and steel or titanium nuts. Titanium valve covers must be SFI Spec 14.4, aluminium or steel valve covers must have SFI Spec 14.4 blankets.
	2 – DRIVETRAIN
2.1	**ANTI-BLOWBACK DEVICE**
	Anti-blowback device mandatory. See General Regulations 2.1.
2.3	**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**
	Flywheel and clutch meeting SFI Spec 1.3 and flywheel shield meeting SFI Spec 6.2 mandatory. Maximum depth of flywheel shield: 239mm inside. Maximum six (6) clutch discs permitted. Aluminium flywheels prohibited. Clutch exhaust filter mandatory. Refer to General Regulations 2.3, 2.5, 2.6, 2.7 and SFI Spec 2.3S (rear engine Dragster) for complete motor plate and bellhousing guidelines. See General Regulations 2.7.

2.11	**REAR END**
	Rear-end gear ratio restricted to 3.20:1 only; may not be higher or lower. Aftermarket full-floating or live axle assembly mandatory. Periodic maintenance must be performed per the manufacturer's requirements. Front-loading or pumpkin-style rear end prohibited. All hubs must be hub type and mate with required drive-hub-type wheel. See General Regulations 2.11.
2.12	**TRANSMISSION**
	Transmission prohibited. Torque converter prohibited.
2.15	**REVERSER**
	Reverser mandatory. Neutral lockout release pin mandatory. Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover. All reversers must be equipped with a pneumatically operated neutral lockout release pin. Installation must be such that the driver can easily and quickly release the pin with all safety equipment in place.
2.15.2	**REVERSER SHIELD**
	A one-piece ballistic shield covering all unit's mandatory. Must meet SFI Spec 4.1. See General Regulations 2.13.
	3 – BRAKES AND SUSPENSION
3.1	**BRAKES**
	Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic brakes. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake pads mandatory; all other materials prohibited. Steel brake lines mandatory. Handbrake, if used, must be located inside body or driver compartment. Handbrake handle must be constructed of minimum 8mm thick by 25mm wide aluminium, steel, or titanium. Lightening of handbrake handle (i.e. holes, machining, etc) prohibited. FIA-accepted fireproof brake-line covering mandatory on all flexible connection lines. Brake lines passing engine or blower drive must be shielded. See General Regulations 3.1.
3.3	**STEERING**
	A quick-release mechanism for the steering wheel is compulsory. ~~and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodization or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.~~ ~~Alternatively, a quick-disconnect steering wheel meeting SFI Spec 42.1 may be used. A device must be used to prevent a long steering shaft from injuring driver in case of frontal impact. Plating of steering components prohibited.~~ See General Regulations 3.3 and 4.1.
3.4	**SUSPENSION**
	Front and rear suspension prohibited. Steel front-spindle assembly mandatory, minimum 4130 steel. All other materials prohibited. Plating of front suspension components prohibited. See General Regulations 3.4.
3.6	**WHEELIE BARS**
	Mandatory, must be functional. Carbon fibre wheelie bars prohibited. Maximum height 102mm measured from racing surface to bottom of wheels. ~~Wheels must be non-metallic.~~ See General Regulations 3.6.
	4 – FRAME
4.2	**BALLAST**
	Permitted. Must be secured with minimum of two (2) 12mm or four (4) 10mm Grade 8 fasteners per 45kg and be FIA-accepted. See General Regulations 4.2.
4.3	**DEFLECTOR PLATE / HELMET SHROUD**
	All cars in Top Fuel must have a rear roll-cage shroud. A one-, two-, or three-piece shroud is acceptable. The shroud must be constructed of minimum 1.9mm (0.075") Grade 2 ASTM-B-265 titanium or 2.28mm (0.090") 4130 steel and must be shaped to conform to the roll-cage. The shroud must be attached to each of the side bars with a minimum of three (3) 8mm minimum diameter Grade 8 bolts and bosses per side, and to the top with one (1) 8mm Grade 8 bolt and boss, and to the rear bars with a minimum of two (2) 8mm Grade 8 bolts and bosses per side. Bolt heads must be 13mm hex-style head; no clearance slots permitted. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. FIA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section. All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible roll-cage structure. On the bottom, the entire shroud must extend fully down to the centerline of the shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars. When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 19mm per side. On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 19mm at any point and must overlap each side a minimum of 38mm. The side shrouds must extend to the centerline of the rear hoops. The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop to the extent that protective equipment cannot inadvertently catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop (see Drawing 27). A deflector plate, minimum 3mm 6061 T6 aluminium or 1.6mm steel or titanium, must be installed between roll-cage and engine. The deflector plate must extend from 25mm above top blower pulley to 25mm below bottom pulley and be a minimum 254mm wide from shoulder bar to highest point. On any enclosed engine/driver configuration, a full bulkhead must be installed to completely seal driver from the engine. Minimum attachment for any plate is four (4) 8mm Grade 8 bolts. See General Regulations 4.3. All deflector plates must be stamped by manufacturer of the bulkhead to certify that the proper material was used. The stamp must be in a location for easy inspection.
4.5	**GROUND CLEARANCE**
	See General Regulations 4.2.
4.7	**SKID PLATES**
	Skid plates attached to motor plate or frame mandatory. Must be at least 194mm^2 in contact area, located below the bottom of the oil pan, and designed to come in contact with the ground before the frame rail. Wheels are not permitted in lieu of skid plates.

4.8	**PARACHUTE**
	Dual parachutes mandatory. Two (2) separate shroud line mounting points mandatory with sleeved 12mm minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 4.75mm 4130 steel. Shroud lines must be covered with minimum 2mm FIA-accepted material from mounting point into parachute pack. Two (2) FIA-accepted parachute tethers are required and each must be routed through each shroud line end loop and be attached as per manufactures instructions. FIA-accepted parachute tethers: Amick Race Car Restraints part number PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one (1) tether is required, which must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. Two (2) separate release cables mandatory. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	**ROLL-CAGE**
	Chassis must meet SFI Spec 2.3S (rear-engine Dragster). Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. Cars without cross member above driver's legs must have a strap or device to prevent legs from protruding outside chassis. All wiring must be external of the frame rails; routing of cables, hydraulic or pneumatic lines inside the chassis is permitted. See General regulations 4.4, 4.11 and 10.6.
4.11.1	**ROLL-CAGE PADDING**
	Mandatory. See General Regulations 4.11.1 and 10.6. ~~Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory. Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.~~
4.12	**WHEELBASE AND FRONT TREAD WIDTH**
	Minimum: 7,112 m. Maximum: 7,620 m on long side. Maximum wheelbase variation from left to right: 51mm. Minimum front tread width 660mm.
	5 – TIRES AND WHEELS
5.1	**TIRES**
	Tires to be automotive-type represented by manufacturer for Top Fuel. Rear tires restricted to Goodyear only as specified by FIA. Manufacturer name, logo, and tire identification markings must be unaltered and as provided by tire manufacturer, and visible on all four tires at all times. Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures. Minimum tire pressure at start of run 0.44 bar *(6½ psi)*. All drive tires must either be, or have been, generally available to all competitors. Tires that are currently being provided by the manufacturer, the manufacturer's representative, or other commercial entity must be available to all competitors within that category. See General Regulations 5.1.
5.2	**WHEELS**
	Front wheels meeting SFI Spec 15.2 mandatory. Beadlock 16" *(406mm)* rear wheels meeting SFI Spec 15.4 mandatory. Inner bead minimum 375mm ± 3mm. All wheels must be drive hub type and must mate with required drive type hub. Must be completely isolated from driver compartment. Wire wheels prohibited. Rear-wheel discs or covers prohibited. Wheels must conform to applicable tire manufacturer requirements. Minimum diameter on front wheels 17" (432mm). Any modifications and or lightening prohibited. Titanium wheel studs prohibited. See General Regulations 5.2.
	6 – INTERIOR
6.1	**DRIVER COMPARTMENT**
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in the normal driving position with the seat belts fastened and the steering wheel in place to escape out of the car in maximum 8 seconds.
6.2	**SEAT**
	Mandatory. See General Regulations 6.2.
6.2.1	**UPHOLSTERY**
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. See General Regulations 6.2.1.
	7 – BODY
7.1.1	**WINGS AND SUPPORTS**
	Rear wing supports must meet SFI Spec 2.3S. Rear wing must meet SFI Spec 49.1. SFI tag must be affixed to the main wing element, on the underside, adjacent to the right spill plate. Wing configuration limited to one only, with three elements, and must be FIA-accepted for competition. Combined total area of rear wing (total of all stages and/or elements) is restricted to a minimum 9354cm^2 and a maximum of 9677cm^2. Trailing edge of rear wing may not extend more than 1270mm behind centerline of rear axle. Maximum height of any wing as measured vertically from the trailing edge of wing to ground is 2286mm. Strut mounting points may not be forward of motor plate. Distance from main to secondary mounting points must be 762mm minimum. No part of the wing or wing supports may attach to any engine, bellhousing or transmission components. Main strut to chassis fasteners 12mm, grade 5 minimum. Adjusting rod fasteners 8mm, grade 5 minimum. All other wing fasteners 10mm, grade 5 minimum. Ball-lock pins prohibited for attachment. Any adjustment or movement during run prohibited. Spill plates must be flat, vertical, and inner and outer surfaces must be parallel. Maximum thickness including trailing edge of wicker 16.5mm. Spill plate wicker permitted on trailing edge only. Must be flat/straight, not to exceed 787mm measured diagonally from the front leading edge at the bottom of the spill plate to the top trailing edge at the back of the spill plate. Lips of any other kind prohibited. Length and width of spill plate optional, provided spill plate fits within the confines of a 559x559mm square box. All Top Fuel rear wing main elements must be positioned with a positive 2° angle maximum (no minimum) relative to the racing surface. Must be unaltered from manufacturer's specs. For all cars, an independent cable must be wrapped around each end of the main element of the rear wing and be connected to both parachute release cables such that if the main element separates from the support or if either end of the main element is broken off, both parachutes will automatically deploy. The cables must be wrapped around the main element on the outside of the support structure and be secured (i.e. taped, hardwired, etc.) to the main element to keep the cables form sliding on the wing. The outermost connections of this cable to the wing should be no more than 51mm from each spill plate. Attachment to spill plate permitted.

	Front Wing: Front wing must meet SFI Spec 49.2. Front wing design must be FIA-accepted prior to competition. Front-wing element(s) maximum width 1600mm total. Total width of front wing, including spill plates, maximum 1689mm. Spill plates must be flat, vertical, and inner and outer surfaces must be parallel. Maximum thickness of spill plates including trailing edge of wicker 14mm. Wicker permitted on trailing edge only.
7.1.2	**BODY**
	Body and cowl must be metal, fiberglass, or carbon fibre/Kevlar. Driver compartment, frame structure, roll-bars, and body must be designed to prevent driver's body or limbs from contact with track surface. Sub-flooring, inside but independent of body, mandatory where driver's legs rest on belly pan or chassis. Sub-flooring must not contain openings or gaps. Front overhang not to exceed 762mm measured from the center of the most forward front spindle to the most forward point of the car. Rear body panels must cover top and bottom frame rail and extend forward a minimum of 483mm from the centerline of the rear axle. Ground effects of any description prohibited. Ground effects include, but are not limited to, rocker skirts, belly pans, sheeting ~~sheet metal~~ ~~work~~ under the body that produces a "tunnel" for the passage of air, etc. Air deflector plates located behind cockpit restricted to maximum 432x432mm. Leading edges, fairing in or rounding off corners, etc. prohibited. Maximum 32mm lip for stiffening permitted. Mud flap may be located in front of or behind exhaust headers.
7.1.2	**CANOPY**
	Aerodine Top Fuel Canopy (consisting of ACG12A132 Top Fuel Canopy Composite Assembly and ACG12A133 Top Fuel Canopy Mechanical/Mounting Kit) permitted. Canopy must be installed as per manufacturer's instructions. Any car with a canopy must have a 206 bar *(3000psi)*, 1.84 ltr. capacity fresh air breathing system. Fresh air system must be manufactured by the original helmet manufacturer. Helmet must meet applicable SFI/ Snell specs or FIA standards with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. See General Regulations 9.8. Any car with a canopy must have a minimum 2.3kg fire extinguishing system meeting SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) Must be installed as per manufacturer's specifications with all gauges clearly visible. Fire bottle activation cables must be installed inside frame rail where cables pass engine/bellhousing area. Fire-bottle mounting brackets must be constructed of aluminium or steel. Carbon-fibre bottles prohibited. See General Regulations 9.3. Punch-out fire window score lines may not be covered by vinyl covering. Punch out panels must be well marked and visible at night. The relationship of the injector hat to the canopy wicker bill must meet the requirements shown in the Drawing 42.
7.1.2	**NACA DUCTS**
	All NACA ducts regardless of where they are on the body of the dragster must be FIA-accepted.
7.3	**FRONT-WHEEL FAIRINGS**
	Prohibited.
7.7	**WINDSCREEN**
	Mandatory. The windscreen or deflector must be designed to divert wind, liquids, and foreign matter over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's frontal view in any way. The leading edge of the windscreen/deflector should be minimum 25mm above the eye line of the Driver when seated in the normal driving position, without restricting the driver's vision. Windscreen minimum angle and opening must meet requirements shown in Drawing 43. See General Regulations 7.7.
	8 – ELECTRICAL
8.0	**ELECTRICAL COMPONENTS**
	Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, fuel timers, clutch timers, and engine-shutoff system components only. Functions of fuel timers, clutch timers, and ignition system must be initiated by wide-open throttle switch only.
8.3	**IGNITION SYSTEM**
	The use of ignition systems and/or components is limited to those that have been FIA-accepted for competition. The use of ignition components is limited to the following MSD products: 44 amp coil (part no. 8142); Points Box (8145); Points Box with rev limiter (8147); Six Shooter module sector (8158); Timing Retard (8168); and Programmable Pro Mag Timing Multi Step Retard (89712); and Graphic Editor (part no. 7570) or MSD 8771. The MSD 89712 Pro Mag Digital Retard Control and MSD 7570 Graphic Editor or MSD 8771 are the only accepted units for FIA competition. Any ignition system and/or components other than those specified must be FIA-accepted prior to usage. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Maximum two (2) spark plugs per cylinder. All TDC must be pinned to prevent removal. Maximum two (2) magnetos, not to exceed 44 amps per magneto. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160, MSD Pro Mag Systems, 44 amp, 8130, 8140. Engine RPM Controller: Use of MSD 89712 or 8771 mandatory. Only latest approved firmware permitted.
8.7	**IGNITION SWITCH**
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
	9 – SUPPORT GROUP
9.1.2	**SHUTOFF DEVICE ~~CONTROLLER~~**
	Properly installed and operational Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001TF, SB002TF or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Fuel Safety Shutoff Controller Kit must be properly installed (see Drawing 41 and manufacturer's instructions). Modification of or tampering with the Electrimotion Top Fuel Safety Shutoff Controller Kit prohibited. The activation of the system override switch by any means other than parachute deployment is prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.

9.1.3	**PAN PRESSURE SHUTOFF SYSTEM**
	An Electrimotion Pan Pressure Shutoff System Kit (part number PK 01) or an Electrimotion Pan PSI Kit (part number PS 15) connected directly to the mandatory Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, SB002FC or CM3.0) is mandatory on all cars. All of these components must be properly installed per the manufacturer's instructions and fully operational. Maximum setting for the pan pressure switch is 0.62 bar *(9psi)*. Any attempt to circumvent the function of any of these devices is strictly prohibited.
9.2	**DATA RECORDERS**
	Data recorders permitted; must be FIA-accepted. Accepted systems: Racepak Pro III, Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. Ride height sensors permitted; may only be connected to data recorder. All Pro III output signals must be approved by FIA. See General Regulations 9.1, 9.2 and 9.11.
9.3	**FIRE EXTINGUISHER SYSTEM**
	Fire extinguisher system meeting SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory on cars with an enclosed cockpit. Minimum 2.3kg. Must be installed per manufacturer's specifications with all gauges clearly visible. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	**TOW CARS**
	No full-size tow cars permitted in starting-line area; a starting cart mandatory. The maximum starting-cart size can equal that of a standard golf cart without a canopy. Full-size chase cars permitted. See General Regulations 9.12.
9.14	**WARM-UPS**
	When starting a car of this category in the pit area, the car must be fully within the assigned space. NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF THE ASSIGNED PIT SPACE ~~YOUR TRAILER~~. Race teams may not back car out of pit space to start the engine. When occupying the "end spot" pit space, or if the neighbouring trailer does not completely shield your car, it is mandatory to park a push or tow car alongside the race car while the engine is running. See General Regulations 9.5 and 9.14.
	10 – DRIVER
	ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L
10.1	**APPAREL**
	See General Regulations 10.1.
10.2	**APPEARANCE**
	See General Regulations 10.2.
10.3	**ARM RESTRAINTS**
	Mandatory. See General Regulations 10.3.
10.4	**CREDENTIALS**
	Valid FIA International License mandatory. ~~See General Regulations 10.4.~~ See FIA International Sporting Code Appendix L, Art. 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	Minimum seven (7)-point driver restraint system meeting FIA Standard 8853-2016, SFI Spec 16.1, or SFI Spec 16.5 mandatory. Shoulder, lap and leg straps may be wrapped around a frame or chassis tube, provided the belt is properly aligned toward the direction of pull. When fastened with driver in position, absolutely no "folds" are permitted in any belt(s). Otherwise, all belts must be mounted to the chassis via mounting brackets that are bolted or welded to the chassis per the manufacturer's instructions. If bracket is bolted through frame rail or chassis tube, hole in frame rail or chassis tube must be bushed, with bushing completely welded to tube. Whether mounted directly to frame, or to a tab welded to the frame, mounting bracket attachment bolt must be in double shear and of shoulder bolt design, so as to permit the bracket to pivot and align toward the direction of pull. Shoulder belts must utilize two individual straps, each with its own mount and mounting point. All belts must be covered with a fire-resistant covering. See General Regulations 10.5.
10.7	**HELMET**
	For all cars, a full-face helmet and visor is mandatory ~~meeting FIA Standards 8858-2002 or 8858-2010 or 8859-2015 or 8860-2004 or 8860-2010 or 8860-2018 or Snell SA2010, SAH2010, SA2015, SA2020 or SFI 31.1/2010, 31.1/2015, 31.1/2020 *(goggles prohibited)*~~. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System *(Part number SDR 890-01-30)* mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclava meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. See General Regulations 10.7.
10.8	**HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8 ~~The device/system must display a valid label.At all times that the driver is in the race car, from the burnout area until the car is on the return road, driver must properly utilize a head and neck restraint device/system meeting FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock/balaclava or skirted helmet is mandatory.~~
10.10	**PROTECTIVE CLOTHING**
	Driver~~'s~~ suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3A/20, footwear meeting SFI Spec 3.3/15, head sock/balaclava meeting SFI Spec 3.3, FIA Standard 8856-2000 or 8856-2018, and helmet skirt meeting SFI Spec 3.3/10 mandatory. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified every five (5) years. (Label must indicate year 2017 or later). See See General Regulations 10.10.

SECTION 14 – GENERAL REGULATIONS

1 – ENGINE

1.1	**COOLING SYSTEM**
	All cooling systems/radiators must be installed in the stock location for body style used. Front-engine dragsters must have system installed in front of engine. Rear-engine dragsters with radiator mounted in front of engine must install a deflector plate from frame rail to frame rail and to the top of the roll-cage. Portion above shoulder hoop may be width of roll-cage bars, unless radiator extends above top of shoulder hoop. If radiator extends above shoulder hoop, then deflector plate must maintain width of radiator. See General Regulations 4.3.
1.2	**ENGINE**
	Classes limited to automotive engines only unless otherwise stated under Class Requirements. Competitors in weight to engine displacement classes must declare displacement of engine used at scrutineering; under no circumstances may actual engine displacement exceed the declared engine displacement by more than 16cm³. If engine size is changed during a race, competitor must report to FIA Technical Delegate before a run is attempted. Crankshaft centerline must not exceed 610mm (24") from ground in any class, except trucks. Maximum height 915mm (36") for trucks running 12.00 and slower; 787mm (31") for trucks running 10.00 to 11.99; and 610mm (24") for trucks running 9.99 seconds and quicker. Engine must be mounted to frame by a minimum of two (2) 10mm diameter Grade 5 (or Class 8.8) bolts. Valve train must incorporate conventional automotive coil spring design; pneumatic-type valve trains are prohibited in all categories. All cars, except ET cars slower than 10.99 seconds, harmonic balancer meeting SFI Spec 18.1 or solid metallic hub mandatory. All cars with pressed on front harmonic balancers must have such installed to protect accidental loss (i.e., drilled and bolted). Ceramic bearings prohibited in all FIA categories. In order to calculate the displacement for the classification of rotary engines, the rotary chamber volume must be multiplied by factor 2.2.
1.2.1	**CYLINDER HEADS**
	See Class requirements.
1.3	**EXHAUST**
	All cars must be equipped with exhaust collectors, headers, or stacks installed to direct exhaust out of car body to rear of car, away from driver and fuel tank. No part of the exhaust system may be routed through the driver~~'~~s compartment. Exhaust stacks must have a metal connecting strap to prevent loss of one or more stacks during competition. Removable multi-piece exhaust system components must be securely fastened with either a header tether accepted by FIA, or a minimum 13mm stitch weld located on each primary tube to prevent loss of system components during competition. If mufflers are used, they must be securely attached to exhaust system and car body or frame. Flexible tubing or "flex pipe" prohibited in all categories. Consistent with its endeavours to maintain drag racing's acceptance as a recognized sport and recreation, FIA is experimenting with exhaust muffling devices and may in time require use of such equipment in certain environmental control areas. Part of FIA's mission is to preserve the right to race. In many communities, the right to race is contingent upon reducing noise and complying with local noise and muffler laws, ordinances, regulations, or agreements. Therefore, all competitors must comply with any muffler rules applicable to his or her class in the Rulebook and must comply with any noise-reduction requirements (including mufflers) mandated by any member track at which he or she races. The ASN has the authority to impose muffler rules and noise regulations beyond those required by the FIA Rulebook.
1.4	**FLASH SHIELDS**
	Carburetor inlet must not be openly exposed. In place of hood, carburetors must be equipped with a flash shield or velocity stacks which cover the top, back, and sides, preventing fuel from being siphoned into the airstream or blown into driver's face. Additionally, any car that is driven, not towed, through the pits, with open stack(s) not protected by hood or scoop, must have screening installed on open stack(s) to prevent items from entering stack.
1.5	**FUEL SYSTEMS**
	Location: All fuel tanks, cells, 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, in full-bodied cars, (if permitted) must be mounted a minimum of 152mm forward of the flywheel/bellhousing area on rear-wheel-drive (RWD) cars, and on opposite side of flywheel/housing area on front-wheel-drive (FWD) cars. Fuel-distribution blocks and fuel-pressure gauge isolators must be located at least 152mm forward of the flywheel/bellhousing area. Fuel pressure isolators, with steel braided line, may be mounted on firewall. **Tanks:** When permitted by class regulations, fuel tanks or cells located outside body and/or frame must be enclosed in a steel tube frame constructed of minimum 32x1.5mm (1¼"x0.058") chrome moly, Titanium Grade 9, Docol R8 tubing or 32x3mm (1¼"x0.118") mild steel tubing. All fuel tanks or cells must be isolated from the driver's compartment by a ~~firewall~~ bulkhead constructed of at least 0.6mm steel or 0.8mm aluminium, completely sealed to prevent any fuel from entering the driver~~'~~s compartment. All fuel tanks or cells 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, fuel cells meeting FIA Standard FT3, FT3.5 or FT5-1999 or SFI Spec 28.1 recommended. Non-metallic 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 0.6mm steel or 0.8mm aluminium. All non-metallic fuel cells or tanks must be grounded to frame. See Drawing 3. **Lines:** All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel braided, or FIA-accepted "woven or woven push lock". A maximum of 305mm total (front to rear) of non-metallic or non-steel braided hose is permitted for connection purposes only; individual injector nozzle and motorcycle fuel lines are excluded. Fuel lines (except steel braided lines) in the flywheel/bellhousing area must be enclosed in a 406mm length of steel tubing, 3mm minimum wall thickness, securely mounted as a protection against fuel line rupture. It is mandatory that fuel lines passing supercharger drive belts be steel braided, FIA-accepted woven or woven push lock, or be enclosed in protective steel tubing. Aeroquip FC300, FC332, Aeroquip Star Lite 200, AQP Socketless; Earl's Prolite; Gates LOL Plus; Goodridge 710; Russell Twist-Loc 836 and XRP-79; Fragola Performance System Series 8000 Push-Lite Race Hose; Goodridge 536; XRP HS-79; Dayco Imperial Nylo-seal tubing. ~~Contact FIA for updates.~~ Fuel lines may not be routed in the driveshaft tunnel. No hose clamps allowed on FIA-accepted fuel lines. **Pumps/Valves:** Cars with non-OEM-type mechanical fuel pumps (except those equipped with EFI) must have a quick-action fuel shutoff valve within easy reach of driver and located in the main fuel line between the fuel tank and the carburetor and/or injectors. Fuel recirculation systems not part of normal fuel/pump system prohibited. All cars in Pro Stock must be equipped with a drain valve located between the fuel tank and the carburetor(s) or fuel injector to facilitate removal of fuel samples for fuel-check purposes. **Fuel / Air:** Any method of artificially cooling or heating fuel prohibited (i.e., cool cans, Freon, wet rags, etc.), except as noted in Class Requirements. Cool cans, wet towels, etc. are permitted in ET Handicap classes. Wet towels, rags, ice, etc. must be removed before the car leaves staging area. Ambient-temperature air only; cooling or otherwise changing the conditions of the intake air is prohibited unless the car is

equipped OEM with such a device. Spraying of intake with any artificial spray or coolant prohibited.
Alternative Fuels: Containers for alternative fuels must be permanently labelled by the manufacturer as suitable for CNG or propane. Tank must be vented outside of body. Alternative fuel systems must incorporate pressure-relief valve meeting standards listed in NFPA 52. Alternative fuel systems must incorporate a manual shutoff valve according to standards listed in NFPA 52 for CNG vehicular systems. All hoses/lines used for alternative fuels must be permanently and distinctively marked by the manufacturer as to manufacturer name or trademark, service identifier, and design pressure. Plastic, cast iron, galvanized, copper, or aluminium pipe or hoses prohibited.

1.5.1 INDUCTION

See Class requirements.

1.5.2 INJECTOR

See Class requirements.

1.5.3 CARBURETOR

See Class requirements.

1.5.4 INTAKE MANIFOLD

See Class requirements.

1.6 FUEL

Racing Gasoline: Gasoline is defined for purposes of this Appendix as a mixture of hydrocarbons only. Non-hydrocarbons which do not increase the specific energy of the gasoline are permitted to the extent they do not exceed 0.15% by volume and are blended in the gasoline by the refiner or fuel manufacturer.
Gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant. Gasoline is tested and certified at FIA events through the application of various chemical analyses as considered appropriate by Fuel Check personnel. Gasoline in a car may be checked before use in competition. All gasoline used in FIA competition must be unleaded.
Methanol: Methanol is a clear, colourless liquid with a mild odour at ambient temperatures. Methanol is sold in two Grades: A and AA. Either grade is permitted for use in FIA competition, and racers should ensure that the methanol they purchase meets FIA standards of purity. The purity standards for each grade are shown in the table below.

SPECIFICATIONS FOR PURE METHANOL

Property	Minimum Grade A	Maximum Grade AA
Methanol content; weight percentage, min	99,85	99,85
Acetone and aldehydes, ppm, max	30	30
Acétone, ppm, max	20	
Ethanol, ppm max	10	
Acid (as acetic acid), ppm, max	30	30
Water content, ppm, max	1500	1000
Specific gravity; 20°C	0,7928	0,7928
Permanganate time; minutes	30	30
Odour	Characteristic	
Distillation range at 1010 hPa (760mm Hg)	not more than 1°C,	including 64,4 ±0,1°C at 760mm Hg
Colour; platinum-cobalt, scale, mix	5	5
Appearance	clear-colorless	
Residual on evaporation,g/100 ml	.001	.001
Carbonizable impurities;color platinum-cobalt scale, maximum	30	30

Methanol is tested and certified at FIA events through the application of various chemical analyses as considered appropriate by Fuel Check personnel. To be considered legal, methanol used in FIA competition must meet the U.S. Federal standards of purity. Any deviation from these standards because of impurities (beyond the limits established in the U.S. Federal specification) in the fuel sample will result in ~~exclusion~~ disciplinary action determined by the Stewards. Since methanol is a hygroscopic substance, it readily absorbs moisture from the air, which rapidly renders methanol illegal as a fuel for use in FIA competition. Racers are cautioned to keep methanol containers tightly capped at all times to minimize the absorption of water. Racers are encouraged to have Fuel Check personnel check samples of their methanol any time there may be doubt as to its purity.
Nitromethane: All nitromethane will be required to contain a marker that changes colour when the nitromethane has been sensitized or contaminated; no clear nitromethane will be allowed.
All Nitromethane must be stored in a safe way and be in a locked compartment when unattended. Failure to do so, will result in sanctions decided by the Stewards of the Event.

SPECIFICATIONS FOR PURE NITROMETHANE

Property	Minimum	Maximum
Nitromethane	99,5%	Not applicable
Water	Not applicable	0,5%
Specific Gravity@ 60°F	1,140	1,145
Acidity as Acetic Acid	Not applicable	0,20 %
Amines	Not applicable	Not allowed
Heavy Metals (Pb, Hg)	Not applicable	Not allowed
Alcohols and products consistent with the manufacturing process	Balance	Balance
Colour (light yellow) clear nitromethane not allowed	Not applicable	Not applicable
Odour (typical)	Not applicable	Not applicable
Methyl tert-butyl ether	Not applicable	0,1 %
Dymethyl Sulfate	Not applicable	15 ppm

Typical Physical Properties

Molecular Weight	61,04
Boiling Point	101°C (241°F)
Critical Temperature	315°C (599°F)
Critical Pressure	62 atm, 915 psia, 6282 kPa

Vapor Pressure

@ 20°C / 68°F	27,3mm Hg (3,6 kPa)
@ 40°C / 104°F	74,8mm Hg (9,9 kPa)
@ 60°C / 140°F	177,8mm Hg (23,7 kPa)

Density

@ 0°C / 32°F	1,162 g/ml
@ 20°C / 68°F	1,138 g/ml
@ 30°C / 86°F	1,124 g/ml
@ 50°C / 122°F	1,098 g/ml
Approximate Coefficient of Expansion 1/°C (1/°F)	0,00122 (0,00068)
Solubilité H2O en NM@70°C (158°F)	19,3% en poids

~~Nitrous Oxide: The use of Nitrous oxide is specified within the regulations of each category. The use of any agents other than nitrous oxide as part of, or mixed with, this pressurized fuel system is strictly prohibited. All bottles must be securely mounted (may not use plastic brackets), stamped with minimum 1800 pound (124 bars) CE or DOT rating, and identified as nitrous oxide. All bottles that are 2.3kg *(5 lb)*. or greater in weight must be mounted inside of the cars frame rails or within the confines of the roll-cage. 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. All cars using a bottle of nitrous oxide must bear a mark in accordance with Drawing 23. The mark will be clearly visible and will be located in a place which is not likely to be damaged in the event of an accident and which is near to the competition number. Commercially available, thermostatically controlled blanket-type heater accepted. Any other external heating of bottle(s) is prohibited.~~

Propylene Oxide: The use of propylene oxide is prohibited in all categories.

1.6.1 NITROUS OXIDE

The use of Nitrous oxide is specified within the regulations of each class. The use of any agents other than nitrous oxide as part of, or mixed with, this pressurized fuel system is strictly prohibited. All bottles must be securely mounted (may not use plastic brackets), stamped with minimum 1800 pound (124 bars) CE or DOT rating, and identified as nitrous oxide. All bottles that are 2.3kg or greater in weight must be mounted inside of the cars frame rails or within the confines of the roll-cage.
Each Nitrous oxide bottle weighing up to 15kg must be secured with minimum two (2) 25x2.5mm metal straps, (or equivalent) so that one clamp is in the lower third and the second clamp in the upper third of the bottle. Any Bottle weighing over 15kg must be secured with three (3) straps of the same measurement. Each strap must be securely attached to the frame with a min. two (2) 10mm 10.9 grade bolts in place.
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.
No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch.
All cars using a bottle of nitrous oxide must bear a mark in accordance with Drawing 23. The mark will be clearly visible and will be located in a place which is not likely to be damaged in the event of an accident and which is near to the competition number. Commercially available, thermostatically controlled blanket-type heater accepted. Any other external heating of bottle(s) is prohibited.

1.7	**LIQUID OVERFLOW**
	All cars 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. Minimum catch-can capacity: 0.5 ltr. (1pt). Catch-can must be securely fastened; i.e., bolted, clamped. Overflow may be routed into headers on cars that are supercharged or burn nitromethane or methanol. The use of an OE expansion tank in lieu of catch-can is permitted.
1.8	**LOWER ENGINE CONTAINMENT DEVICE**
	In categories where specified, must utilize an FIA-accepted lower engine oil-retention device, a belly pan may be used in lieu of a device attached to the engine. The belly pan must extend from frame rail to frame rail and extend forward of the harmonic balancer and to the rear of the engine block and must incorporate a minimum 51mm high lip on all sides unless specified in Class Requirements. A non-flammable, oil-absorbent liner is mandatory inside of retention device. When required, an SFI Spec 7.1 or 7.2 Lower Engine Containment Device must cover the sides of the block and pan up to within 25mm of the head mating surface and extend to within 38mm of the front and rear of the cylinder case area. The front and rear of the oil pan must be covered upward to the pan rail. The device must be free of cuts, tears, openings, etc., that would allow oil to escape. The device must be secured with a minimum of four straps, one at each corner. A positive device must be used to cover and contain external oil pumps that fasten directly to the engine; this device must fit such that it will contain oil from an engine failure. The device must be a solid member (hard part) along the top edge to form a zero air gap between sides of the device (and/or the absorbent material) and the engine block. The device must be updated/recertified by the original manufacturer. See FIA EDRC SFI Specifications for recertification process.
1.9	**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, except as noted in Top Fuel. Oil-pressure gauge and line permitted in driver compartment. Metal or steel braided line mandatory, maximum 5mm inside diameter. Power-enhancing additives prohibited. For PM, PS, TMD, TMFC: All pressurized flexible oil system lines (including gauge, data recorder, and rocker oiling lines) must use factory-crimped and/or commercially available connections. All must be used for their intended application. Quick-disconnect, plastic, and nylon lines are prohibited. The lines must be tested. All of the lines must be hydrostatically tested to 20.7 bar *(300psi)* for 30 seconds with no indications of separation, weeping, leaking, etc. Competitors may test their own lines. All of the lines must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads.
1.10	**SUPERCHARGER**
	Standard Roots-type: 14-71 Maximum case size: 565mm length, 286mm width. Maximum rotor size: 483mm length; 148mm diameter including fixed stripping. Rotor helix angle may not exceed 1.575º/cm, and 76° total over 483mm maximum rotor length. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. For Top Fuel and Funny Car: Inlet/outlet cavity restricted to maximum 25mm, measuring from face of bearing plate to the back of the cavity. For Top Fuel and Funny Car specifications, see Class Requirements. Rotor helix angle may not exceed that of a standard 71-series GM-type rotor 1.575 º/cm and 76° total over 483mm maximum rotor length. For Top Fuel and Funny Car, supercharger overdrive may not exceed 1:1.50. Aluminium studs (supercharger to manifold) mandatory if Methanol is used as fuel. ~~in Advanced ET, Pro Modified, Top Methanol Dragster, Top Methanol Funny Car, Funny Car, and Top Fuel~~. See Class Requirements for manifold burst panel and restraint specifications. Roots-type high helix: Must adhere to same maximum case dimensions, maximum rotor length and cavity diameter as standard Roots-type. Rotor helix angle may not exceed 2.559º/cm, and 123.5° total over 483mm maximum rotor length. ~~Use of high-helix supercharger is restricted to Advanced ET, PM, TMD and TMFC only.~~ Maximum overdrive may not exceed 1:1.70. Aluminium studs (supercharger to manifold) mandatory. See Class Requirements for manifold burst panel and restraint specifications. Screw-type Supercharger: Must meet SFI Spec 34.1. Maximum case size: 406mm length; 406mm width; minimum case and front plate thickness 6.35mm; minimum rear plate thickness 8mm. Manifold burst panel meeting SFI Spec 23.1 (in addition to supercharger panel) ~~and restraint device meeting SFI Spec 14.21~~ mandatory. PSI screw supercharger permitted to use a tandem burst panel kit, installed per PSI instructions on superchargers only. Any other use of double burst panels on any supercharger or manifold prohibited. Aluminium studs (supercharger to manifold) mandatory. Any changes to any screw supercharger design, materials, construction, etc. are subject to FIA acceptance before being permitted to run. ~~Use of screw-type supercharger is restricted to ET Bracket cars, Top Methanol Dragster and Top Methanol Funny Car. Overdrive limits for Top Methanol Dragster are found in Section 8, Top Methanol Funny Car is found in Section 9. Under no circumstances may a screw supercharger overdrive exceed the following overdrive limits: 1:2.28 PSI and 1:1.70 Roots.~~ All ~~TF, FC, TMD, TMFC, PM and ET Bracket~~ cars running 9.99 seconds or quicker: Fuel and/or oil lines must be shielded wherever they pass the supercharger drive belt. Either a belt guard or fuel/oil line guard may be utilized. Variable multispeed supercharger devices prohibited regardless of supercharger type. Manufacturer overdrive limits apply to all kinds of Superchargers. See class Regulations for further details.
1.10.1	**TURBOCHARGER**
	Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Use of maximum two (2) Turbochargers permitted. Turbocharger size (if defined) will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. The use of ballistic containment blankets on the compressor housing and the turbine housing is recommended. Maximum boost settings may apply. See class Regulations for further details.
1.10.2	**CENTRIFUGAL SUPERCHARGER**
	Only one commercially available centrifugal supercharger permitted. Any kind of alteration of centrifugal supercharger prohibited. The use of a ballistic containment blanket on the compressor housing is recommended. Manufacturer overdrive limits apply. See class Regulations for further details.

1.11	**SUPERCHARGER RESTRAINT DEVICE**
	Supercharger restraint system meeting SFI Specs mandatory per Class Requirements. All superchargers except for screw-type or on methanol require an SFI 14.1 restraint. All superchargers on methanol except screw-type require an SFI 14.2 restraint. All screw-type superchargers require an SFI 14.21 restraint or as outlined in Class Requirements. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. See Class Requirements. All supercharged cars running on Nitromethane ~~Top Fuel and Funny Car~~ require~~s~~ a supercharger restraint system meeting SFI Spec 14.3.
1.12	**THROTTLE**
	Regardless of class, each car must have a foot throttle incorporating a positive-acting return spring attached directly to the carburetor/injector throttle arm. A positive stop or override prevention must be used to keep linkage from passing over center and sticking in an open position. In addition to return springs, some means of manually returning the throttle to a closed position by use of the foot must be installed on all altered linkage systems except hydraulically or cable-operated systems. Per Class Requirements Throttle control must be manually operated by the driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the initial throttle operation. In certain categories timed throttle stops are permitted that use pneumatics or electronics to modulate the throttle after initial launch. Electronic operation of the throttle is allowable where fitted as an OEM system applicable to the car concerned. In this circumstance the return spring requirement is waived where it is impractical to accommodate this. Commercially available cable throttle systems are permitted. FIA-accepted hand controls for the physically challenged permitted. Choke cables and brazed or welded fittings on steel cable prohibited. No part of throttle linkage may extend below frame rails.
1.13	**VENT TUBES, BREATHERS**
	Mandatory as outlined in Class Requirements, permitted on all cars. Where used, the tubes must terminate into an acceptable, permanently attached catch-tank with a minimum capacity of 3.8 ltr. *(1gal)* ~~per engine~~ (except as noted in Class Requirements). The catch-tank must be baffled to keep overflow off track. Breather/vent tubes must be mechanically secured (tie-wraps prohibited) to the fittings and the fittings locked at both ends.
1.14	**VALVE COVERS**
	Cast or metal valve covers mandatory on all turbocharged and supercharged cars, using methanol as fuel. Must be installed and fastened to manufacturer specifications. See class requirements for cars using Nitromethane as fuel.
	2 – DRIVETRAIN
2.1	**ANTI-BLOWBACK DEVICE**
	If mandated by Class Requirements, a brace or device must be installed that will prevent the bellhousing or adapter shield from being blown rearward in the event of flywheel and/or clutch explosion. Material required is 4130 chrome moly ~~(or Reynolds 531)~~ or Docol R8, minimum size is 22.23x2.1mm (0.875"x0.083") tubing with 10mm fasteners. Ball-lock pins prohibited.
2.2	**AXLE-RETENTION DEVICES**
	All cars as noted in Class Requirements, must be equipped with a satisfactory means of rear axle retention; minimum 3mm aluminium retainer or 2mm steel bearing retainer mandatory. Stock "C" clip axle retention prohibited as outlined in Class Requirements.
2.3	**CLUTCH**
	Each car in competition, except those with automatic transmissions, must be equipped with a foot-operated clutch incorporating a positive stop to prevent clutch from going over center or past neutral, as in the case of centrifugal units. All pedals must be covered with non-skid material. FIA-accepted hand controls for the physically challenged permitted. All slider clutches must meet SFI Spec 1.2, 1.3, or 1.4 as outlined under Class Requirements. In Class Requirements that require an SFI Spec 1.2 clutch, an SFI Spec 1.5 clutch can be used. Multi-disc clutch assembly for supercharged, nitrous-oxide injected, and turbocharged cars must meet SFI Spec 1.5 and must utilize an SFI Spec 6.3 flywheel shield. Multi-disc clutch assembly for non-OEM supercharged, nitrous-oxide injected, and non-OEM turbocharged cars must meet SFI Spec 1.3, 1.4, or 1.5 and must utilize an SFI Spec 6.2 or 6.3 flywheel shield, except as noted in Class Requirements.
2.4	**DRIVELINE**
	For cars with driveshaft's that contain universal joints: For all full-bodied and open-bodied cars running between 7.50 (*4.50) and 13.99 (*8.59) in place of a cross member located behind but within 152mm of the center of the front universal joint: A front driveshaft loop is required on all cars, except cars running 11.49 (*7.35) seconds or slower equipped with street tires. Full-bodied cars 7.49 (*4.49) seconds and quicker with OEM floor retained (i.e. OEM floor may be modified according to class requirements for transmission removal but must be intact from 152mm behind the center of the front universal joint rearward: A front driveshaft loop is required. Full-bodied cars 7.49 (*4.49) seconds and quicker with the OEM floor removed/replaced: Each end of the driveshaft must have a round 360-degree driveshaft loop within 152mm of the U-joint and a driveshaft tube is also required. Open-bodied cars 7.49 (*4.49) seconds and quicker where the driveshaft passes any part of the driver's body: Each end of the driveshaft must have a round 360° driveshaft loop within 152mm of the U-joint and a driveshaft tube is also required. The driveshaft tube must extend to the full length of the portion of the driveshaft that passes any portion of the driver's body or extend to within 152mm of the centerline of the rear U-joint. For center steer cars with the driver seated above the driveshaft in lieu of a driveshaft tube: A plate above the driveshaft of minimum thickness 3mm steel or titanium with a minimum of four attachment points to the chassis, using either minimum 8mm Grade 8 bolts, welded, or 6mm push/pull pins may be used. The plate must be at least as wide as the seat. For cars with driveshaft's that do not contain universal joints but pass any part of the driver's body: Each end of driveshaft must have a full 360° cover of minimum 1.6mm steel or 3mm aluminium. Rear cover must surround coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable cross member, reverser, or third member. DRIVESHAFT LOOP DEFINITION: 360° enclosure, 6mm minimum thickness and 51mm wide, or 22.22x1.65mm (0.875"x0.065") welded steel tubing, securely mounted to the frame or frame structure where available (or to the OEM floor or rocker box where a frame does not exist) and located within 152mm of the front or rear universal joint for support of the driveshaft in the event of U-joint failure. (See Drawing 4) DRIVESHAFT TUBE DEFINITION: Driveshaft must be covered by a 360° round, oval, or tapered tube, covering the front U-joint and extending rearward a minimum of 305mm. Minimum thickness of tube is 1.3mm steel or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, using either minimum 8mm Grade 8 bolts, welded, or 6mm push/pull pins. Two-piece tube assembly is permitted with a minimum of six (6) 10mm Grade 8 bolts.

2.5	**FLYWHEEL**
	The use of stock-type cast iron flywheels and/or pressure plates prohibited. The use of aluminium flywheels in Top Fuel and Funny Car is prohibited. Units meeting SFI Spec 1.1, 1.2, 1.3, 1.4 or 1.5 are mandatory except as noted in Class Requirements.
2.6	**FLYWHEEL SHIELD AND MOTOR PLATE: GENERAL**
	The use of aluminium bellhousing is permitted in all categories and applications. The aluminium bellhousing must meet applicable SFI Specification. Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, or 6.3 flywheel shields and/or liners. An SFI Spec 6.1W bellhousing is also acceptable wherever an SFI Spec 6.1 bellhousing is mandatory or permitted. All ~~6.2 and 6.3 titanium bellhousings must be re-inspected and recertified as specified by the manufacturer. SFI 6.1 titanium and aluminium bellhousings and SFI 6.2 and 6.3 steel bellhousings must be re-inspected and recertified (as specified by the manufacturer). SFI 6.1~~ bellhousings must be re-inspected and recertified as specified by the manufacturer. Where SFI Spec bellhousings are mandatory, all applicable liners, large mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer, must be properly installed. For all new flywheel shields and for all flywheel shields certified or recertified after April 1 2013, all liners must be flush with motor plate; liners may be notched for starter gears/snouts. Where an SFI 6.1, or 6.3, bellhousing is mandatory, a full, one-piece motor plate is also mandatory at the rear of the engine block. The motor plate must be constructed of steel or 6061-T6, 7075-T6 or 2024-T3 wrought heat-treated aluminium alloy plate, minimum 3mm thick for 6.1 applications, minimum 5mm thick for 6.3 applications. In addition to the fastener requirements noted below, the SFI 6.3 flywheel shield must be fastened to the motor plate with four (4) 12mm diameter Grade 5 shoulder bolts or high strength steel (or titanium) fasteners and nuts, one (1) in each quadrant. Where an SFI 6.2 bellhousing is mandatory, see Chapter 2.8 for motor plate and fastener requirements. The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of Grade 8 (or Class 12.9) bolts or high strength studs. The use of Allen bolts to fasten the shield to engine or motor plate, to fasten covers, etc. is prohibited. All bolts (not studs or nuts) used for flywheel shield mounting, covers, etc. must be identifiable as to grade; all nuts and bolts associated with flywheel shield mounting, covers, etc. must be full standard depth, width, etc. (reduced thickness bolt heads, hollow bolts, half nuts, thin wall nuts, etc. prohibited). Maximum depth of flywheel shield is 219mm, except TF and FC, maximum depth 239mm (inside). Maximum thickness of all motor plates, mid-plates, mounting plates installed between engine and flywheel shield is 13mm, except SFI 6.1 which may be 32mm maximum. All covers and fasteners associated with the flywheel shield must be installed prior to starting engine at any time, including warm-ups. Maximum spacing between flange fasteners in the flywheel shield is 178mm. Chemical milling or any other structure weakening procedures are prohibited. Welding to repair a flywheel shield is prohibited unless it is performed by the manufacturer and recertified by the manufacturer prior to use. For cars equipped with an SFI 7.1 lower engine ballistic/restraint device, a maximum of two holes, each no larger than 51mm in diameter [or 20.26cm^2 equivalent area] are permitted. The holes must be located entirely below the horizontal centerline of the crankshaft. The holes must be at least 13mm from any bellhousing bolt hole and be separated by at least 51mm. SFI 6.2 flywheel shields may have one (1) 51mm maximum diameter hole in the bottom of the back face of the shield. The opening in the motor plate for the crankshaft flange may not exceed the crankshaft flange diameter by more than 25mm (except as noted for Top Fuel and Funny Car).
2.7	**FLYWHEEL SHIELD: TOP FUEL AND FUNNY CAR**
	TF and FC cars equipped with a clutch must have a flywheel shield (bellhousing) that meets SFI Spec 6.2 and is labelled accordingly. A one-piece motor plate constructed of 6mm minimum thickness 4130 chrome moly ~~(or Reynolds 531) steel~~ and fitting between the engine and flywheel shield according to the requirements of SFI Spec 2.3S or 10.5 is required. The motor plate must be attached to the chassis at the four corners with at least two (2) welded mounting points using minimum 10mm diameter Grade 8 (or Class 12.9) bolts and full nuts. The remaining two motor plate mounting points must be at least saddles fitting around the frame rails and secured with aircraft-type clamps or bolts (hose clamps prohibited). The flywheel shield and motor plate are to be fastened to the engine by at least seven (7) high strength steel (or titanium) 11mm diameter shouldered studs countersunk [19mm outside diameter] into the engine side of the motor plate and threaded into the engine (19mm *[¾"]* minimum) and nuts of a similar material above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight (8) 11mm diameter Grade 8 (or Class 12.9) bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. The flywheel shield must also be fastened to the motor plate by four (4) 19mm diameter Grade 8 (or Class 12.9) shoulder bolts or high strength steel (or titanium) fasteners and nuts; one in each quadrant as required by SFI Spec 2.3S or 10.5. A minimum 2.3mm (0.090") 4130 chrome moly ~~(or Reynolds 531) steel~~ or titanium liner (or as required by the manufacturer) must be fitted to the flywheel shield that is the width of the round body surface of the shield. It must be welded together so that it will fit into the body of the flywheel shield and rotate in order to absorb energy. A 6mm bolt may be threaded into the body of the flywheel shield to secure the liner(s) from movement during normal use. The opening in the motor plate to accommodate the crankshaft flange cannot exceed 178mm. At least five (5) fasteners, 10mm diameter minimum, must be used to secure aftermarket planetary transmissions (and/or reversers) to flywheel shield. 12mm thick rings, bosses, or nuts must be welded, or otherwise secured inside the back face of the flywheel shield through which the fasteners must be secured. As described in Chapter 2.6, any modifications or alterations to the bellhousing by anyone other than the original manufacturer~~,~~ are prohibited. Bellhousing must be recertified by original manufacturer or his agent following modification. Clutch adjustment slots, maintenance holes and covers, etc. must be installed by the original manufacturer. Drawing 5.
2.8	**FLYWHEEL SHIELD: TOP METHANOL DRAGSTER AND TOP METHANOL FUNNY CAR**
	TMD and TMFC cars equipped with a clutch must have a flywheel shield (bellhousing) that meets SFI Spec 6.2 and is labelled accordingly. All requirements for TMD and TMFC bellhousing installations are the same as for TF & FC with the following exceptions: A one-piece motor plate constructed of 6mm minimum thickness 2024-T3 (or A-U4G1, AlCuMg2, L.97, L.98), 6061-T6 (or H20) or 7075-T6 (or A-Z5GU, AlZnMgCu1.5, L.95, L.96) aluminium (or steel) and fitting between the engine and flywheel shield according to the requirements of SFI Spec 2.2C, 2.1A, or 10.1E is required. The motor plate must be attached to the chassis with at least two (2) welded mounting points utilizing minimum 10mm diameter Grade 8 (or Class 12.9) bolts and nuts. All other motor plate mounting points must be at least saddles fitting around the frame rails and secured with aircraft-type clamps or bolts (hose clamps prohibited). The flywheel shield and motor plate are to be fastened to the engine by at least seven (7) 10mm diameter Grade 8 (or Class 12.9) bolts or high strength steel (or titanium) studs threaded into the engine, 19mm minimum, and nuts of a similar material, above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight (8) 10mm diameter Grade 8 (or Class 12.9) bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. The flywheel shield must also be fastened to the motor plate by four (4) 19mm diameter Grade 8 shoulder bolts or high strength steel (or titanium) fasteners and nuts; one in each quadrant as required by SFI Spec 2.1A or 10.1E. Top Methanol Dragster and Top Methanol Funny Car: The opening in the motor plate for the crankshaft flywheel flange may not exceed the crankshaft diameter by more than 25mm.

	As described in Chapter 2.6, any modifications or alterations to the bellhousing by anyone other than the original manufacturer are prohibited. Bellhousing must be recertified by original manufacturer or his agent following modification. Clutch adjustment slots, maintenance holes and covers, etc. must be installed by the original manufacturer.
2.9	**FLYWHEEL SHIELD: PRO STOCK**
	As described in Chapter 2.6, any modifications or alterations to the bellhousing by anyone other than the original manufacturer are prohibited. Bellhousing must be recertified by original manufacturer or his agent following modification. Clutch adjustment slots, maintenance holes and covers, etc. must be installed by the original manufacturer. See Chapter 2.6 for motor plate and general requirements. The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of minimum 10mm diameter Grade 8 (or Class 12.9) bolts or high strength steel studs above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight (8) 10mm diameter Grade 8 (or Class 12.9) bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. An opening in the motor plate for an alternative starter location is permitted but it may not exceed 51mm in diameter and when such an opening is present only one cooling hole is permitted in the motor plate.
2.10	**FLYWHEEL SHIELD: OTHER CLASSES**
	All other cars using a clutch and running 11.49 or quicker must be equipped with an SFI 6.1, 6.2, or 6.3 flywheel shield. The motor plate must be fastened to the flywheel shield with at least eight (8) 10mm diameter Grade 8 (or Class 12.9) bolts or high strength steel alloy studs and nuts below the centerline of the crankshaft. Modifications or repairs to the flywheel shield prohibited except if performed and recertified by manufacturer. Exceptions to this rule: Certain engines are not required to have a shield when the engines are normally aspirated and gasoline burning, and certain engines must use a steel billet flywheel in lieu of a flywheel shield. Some engines, for which an SFI 6.1, 6.2, or 6.3 flywheel shield is not commercially available, must be equipped with a flywheel shield made of 6mm minimum thickness steel plate, securely mounted to the frame or frame structure and completely surrounding the bellhousing 360°. The flywheel shield shall not be bolted to either the bellhousing or engine. The flywheel shield must extend forward to a point at least 25mm ahead of the flywheel and 25mm to the rear of the rotating components of the clutch and pressure plate. Other engines, where an SFI 6.1, 6.2, or 6.3 flywheel shield is not available, may use an SFI 6.1, 6.2, or 6.3 flywheel shield from another application and mount it to a motor plate which is mounted to the engine block at all available bolt holes. All Front-Wheel-Drive or transverse-mounted applications using a clutch and running 11.49 or quicker, for which an SFI Spec 6.1, 6.2, 6.3 flywheel shield is not commercially available, must be equipped with a flywheel shield made of 6mm minimum thickness steel plate. Shield must surround the bellhousing completely except for area of bellhousing adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 10mm diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/ or bellhousing. Titanium flywheel shields are permitted.
2.11	**REAR END**
	Welded spider gear rear ends prohibited in all categories. Four-wheel drive permitted per class requirements. Aftermarket axles and axle-retention device mandatory on TF, FC, TMD, TMFC, PM, Pro Stock and 10.99 (*6.99) or quicker cars; also mandatory on any car (regardless of class or ET) with a spool.
2.12	**TRANSMISSION**
	All cars and trucks in competition, except motorcycle or snowmobile powered dragsters, must be equipped with a reverse gear. All cars equipped with an aftermarket converter drive unit must utilize a neutral gear. If equipped with an on-board starter, a neutral safety switch is also mandatory.
2.12.1	**TRANSMISSION SHIELD**
	Transmission Shield must meet SFI Spec 4.1 if required in class regulations. Can be flexible or ridged. Must cover the entire unit including reverser.
2.13	**TRANSMISSION, AFTERMARKET PLANETARY**
	A transmission shield covering transmission and reverser that meets SFI Spec 4.1 is mandatory if engine burns nitromethane, methanol, nitrous oxide or is supercharged, or turbocharged, or on any overdrive unit. Air shifter bottles must be stamped with CE or DOT-1800 pound *(124 bar)* rating (minimum), and be securely mounted (no tie-wraps or hose clamps). At least three (3) bolts, 10mm minimum, must be used to secure aftermarket planetary transmissions to bellhousing, except as noted in class regulations. ~~Top Fuel, Funny Car, Top Methanol Dragster and Top Methanol Funny Car.~~
2.14	**TRANSMISSION, AUTOMATIC / FIA ACCEPTED**
	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. Functional neutral safety switch mandatory. All transmission lines must be metallic or high-pressure-type hose. All cars running quicker than 10.99 seconds (*6.99) or faster than 217km/h and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and labelled accordingly. “Blanket” type shield, appropriately labelled as meeting SFI Spec 4.1 permitted. All non-blanket-type shields must incorporate two (2) (or one (1), per manufacturer’s instructions) 19x3mm straps that bolt to the shield on each side, and pass under the transmission pan, or transmission pan must be labelled as meeting SFI Spec 4.1. Permitted in all classes where an automatic transmission is used. Cars 9.99 or quicker, and 217km/h or faster using an automatic transmission, Lenco Drive, or BRT must be equipped with a flex plate meeting SFI Spec 29.1 or 29.2 and covered by a flex plate shield meeting SFI Spec 30.1. Transmission that can utilize a high-gear trans brake must be supported by the use of two momentary buttons (one to arm the system, second as the main trans brake). Air shifter bottles must be stamped with CE or DOT-1800 pound (124 bar) rating (minimum) and be securely mounted (i.e., no tie wraps or hose clamps). All cars running 10.99 (*6.99) seconds and quicker must have locking-type dipstick on the transmission and dipstick/filler tubes must be securely fastened (i.e. bolted, aircraft clamped). Wire ties, hose clamps, etc. are prohibited.
2.15	**REVERSER**
	See Class requirements.
2.15.1	**REVERSER COVER**
	See Class requirements.
2.15.2	**REVERSER SHIELD**
	See Class requirements.

3 – BRAKES AND SUSPENSION	
3.1	BRAKES
	Brakes on each car, regardless of class, must be in good working order with two-wheel hydraulic brakes on rear wheels as a minimum requirement. Four-wheel hydraulic brakes are recommended, or as specified under Class Requirements. Lightening of backing plates, brake drums, and/or brake shoes by cutting or trimming metal prohibited. Cooling or lightening holes may not be drilled in cast iron disc brake rotors. Aluminium rotors prohibited. If handbrake is used, brake handle must be inside car body or driver compartment and connected to footbrake. Hand controls for the physically challenged permitted. Brake lines must be steel, steel braided, or DOT (DIN/ISO) approved flexible and routed outside the frame rail, or enclosed in a 406x3mm steel tubing securely mounted where line(s) pass the flywheel bellhousing area and not routed in the driveline tunnel. All brake lines must be attached to chassis as per OEM style; hoses must have mounting brackets; no tie wraps, tape, etc. All brake lines on any rear-engine car must be protected inside of tubing or be braided steel construction where they pass the engine. All pedals must be covered with non-skid material. Automated and/or secondary braking systems prohibited; application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Mechanical anti-lock braking systems (ABS) permitted in all categories. If brake system includes a differential pressure switch, line-lock installed on front brakes must have solenoid installed after the differential switch. All line-locks (electric or hydraulic) must be self-returning to normal brake operating mode.
3.2	SHOCK ABSORBERS
	Each car in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be either hydraulic or friction type, securely mounted, and in good working order. See Class Requirements.
3.3	STEERING
	Each car's steering system must be secure and free of defects. All welded parts must have additional visible reinforcements. Plating of steering components prohibited on all cars. Only conventional automotive steering systems are permitted; flexible steering shafts prohibited. Rear-wheel steering prohibited, unless the car was originally manufactured with an OEM system. An OEM system may not be modified, altered, or used in any manner inconsistent with manufacturer's specifications. All rod ends must be a minimum of 10mm shank diameter and must be installed with flat washers to prevent bearing pull-out (see Drawing 7). All steering boxes, sectors, and shafts must be mounted to the frame or suitable cross member and cannot be mounted in any case to the bellhousing and/or bellhousing adapter shield, or motor plate or firewall. It is recommended that they be mounted to the rear of same. A secondary steering shaft stop must be installed to prevent long steering shaft from injuring driver in case of frontal impact (i.e., collar or U-joint pinned at cross member, bracket, etc.). ~~Commercially available quick-disconnect steering wheels permitted (except as noted in Class Requirements); adapter must be welded to shaft.~~ If removable steering wheel is used, a quick-release mechanism is compulsory and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodization or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis. Alternatively, a quick-disconnect steering wheel adapter meeting SFI Spec 42.1 may be used. Minimum 279mm diameter on conventional steering wheel. Butterfly steering wheel permitted on Dragsters, Funny Cars and Altereds only. All fasteners must be of a positive nature; no roll or pressed pins, no ball-lock pins, set screws, etc. FIA-accepted swing-away steering column permitted with removable steering wheel.
3.4	SUSPENSION
	All cars must have a full suspension system of the type produced by an automobile manufacturer (i.e., springs, torsion bars, etc.). Rigid-mount front and/or rear axles are permitted when so indicated in Class Requirements. All rod ends must be installed with flat washers of sufficient outside diameter to prevent bearing pull-out. Hollow rod ends are prohibited. Three-wheeled cars are not eligible for competition in any class. Radius rods are not required on front axles that are rigidly mounted 457mm or less from king pin axis. Any front suspension using a beam or tubular axle must have radius rods attached to frame.
3.5	TRACTION BAR ROD ENDS
	Minimum requirement for rod ends on the front of all ladder-type traction bars is 19mm steel. A rod end strap to keep ladder bar secured in event of rod end failure mandatory in all categories. All traction devices that are not attached at front (i.e., slapper bars, etc.) must have a U-bolt or strap to prevent them from coming in contact with track.
3.6	WHEELIE BARS
	Some categories limit length of wheelie bar - see Class Requirements. All wheelie bars, regardless of class, must have non-metallic wheels (i.e., rubber, plastic). Wheelie-bar wheels must turn freely at starting line, any preload prohibited. ~~Wheelie bars must be fixed.~~ Hydraulics, pneumatics, electronics, etc. or any adjustment or movement during run prohibited. Using wheelie-bar wheels as "fifth wheel" sensing device prohibited. Pressure sensors and parachute nets permitted. No other devices of any kind may be attached to the wheelie bar (e.g.cameras, other sensors etc.).
4 – FRAME	
4.1	ALIGNMENT
	Each car in competition, regardless of class, must have sufficient positive front-end alignment to ensure proper handling of car at all speeds.
4.2	BALLAST
	As permitted in Class Requirements. Any material used for the purpose of adding to a car's total weight must be permanently attached to the car's structure and must not extend behind or in front of the car's body or above the rear tires. No liquid or loose ballast permitted (i.e., water, sandbags, rocks, shot bags, metal weights, etc.). Discovery of loose or disguised ballast will result in disqualification from the event, regardless of whether infraction occurs during qualifying or eliminations. Additional penalties may be imposed in the sole and absolute discretion of the Stewards. Weight boxes (2 maximum) made of 3mm material may be constructed to hold small items such as shot bags, lead bars, etc., as long as box and contents do not weigh more than 45kg or as outlined in Class Requirements. The box must be securely fastened to the car's frame or cross member with at least two (2) 12mm diameter steel bolts. Any liquid other than engine fuel being used, located behind the front firewall (on a front engine car) is considered ballast, and is prohibited, except for intercooler tanks that contain water and/or ice only. Tanks must be securely mounted to frame, frame member, or OEM floorpan. To permit "making a class" due to the difference in scale calibration, a maximum removable weight of 45kg (or as outlined in Class Requirements) is permitted. Removable weight must be securely mounted to the frame or frame structure by a minimum of two 12mm diameter steel bolts per 45.4kg, or one 10mm steel bolt per 2.3kg. Hose clamps, wire, strapping, tape, tie wraps, etc. for securing weight or ballast prohibited. ~~See illustration for attachment method.~~

	Permitted forms of ballast are: 1) Heavier gauge steel floors (i.e., 1.3 or 1mm *(16- or 18-gauge)* (heavier gauge and/or plate steel prohibited); 2) Frame reinforcing cross members; or the addition of protective equipment such as roll-bars, flywheel shield, etc. If additional ballast is needed, and is permitted according to Class Requirements, it must be permanently attached to frame, bolted with two (2) 12mm diameter bolts per 45kg, with nuts welded to bolts. Maximum amount of removable and/or permanent ballast, regardless of Class Requirements, is 227kg. Cars running 8.49 and quicker are limited to 113kg maximum, per SFI chassis specification.
4.3	**DEFLECTOR PLATE / HELMET SHROUD**
	All rear-engine cars must have a deflector plate to protect driver and fuel tank from engine. For Top Fuel and Top Methanol Dragster specifications, see Class Requirements. Plates must be made of minimum 3mm aluminium or 1.5mm steel or titanium. Must extend from top blower pulley to bottom pulley and be at least 25mm wider than each pulley for supercharged cars. Other cars must have plate covering from shoulder height to bottom of chassis. On any enclosed engine/driver configuration, a full bulkhead must be installed completely sealing the driver from the engine. Minimum attachment for any plate is four (4) 8mm, Grade 5 (or Class 8.8) bolts. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop except for Junior Dragster (Section1-Chapter 8.3.1 & Section1A-Chapter 8.3). See 1:1 COOLING SYSTEM for additional requirements. Drawing 9
4.4	**FRAMES**
	TF, FC, PM, PS, TMD, TMFC, and 9.99 (*6.39) or quicker ET chassis (see Class Requirements) must have a serialized chassis sticker affixed to roll-cage before participating in any FIA event. Chassis re-certifications are available at any FIA EDRC event. Grinding of welds prohibited. All butt welds must have visible reinforcement (i.e., sleeve and rosette welds). Pressurization of frame rails, roll-bar, or roll-cage in lieu of air bottles is prohibited. Visible reinforcement around any hole in any SFI Spec chassis (not just the roll-cage) mandatory. Reinforcement must be of at least the same cross sectional area as the hole, at least 1.25mm thick chrome moly and completely welded around the outside. All Top Methanol Dragster and Top Fuel dragster chassis should incorporate standardized tow hook-up tube for ease of removal in the event the car does not clear the racetrack under its own power. See also 4.10 ROLL-BARS and 4.11 ROLL-CAGE. Drawing 9A.
4.4.1	**TOW-STRAP HOOP**
	All Funny Cars must have tow-strap hoops on the lower front of the chassis. Hoops must be capable of accepting a 51mm tow hook without lifting the body and not stressing the body when the car is being towed. Hoops must line up with the centerline of the car or below the body-release rod and clearly marked on the body with an arrow pointing down.
4.5	**GROUND CLEARANCE**
	Minimum 76mm from front of car to 305mm behind centerline of front axle; 51mm for remainder of car, except oil pan and exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) or skid plates are exempt from the 51mm clearance rule. Unless otherwise permitted by class requirements, the installation of a "beam breaker" in front of the body is restricted: it may extend no further forward than the body or bumper and must also satisfy the 76mm ground clearance requirement.
4.6	**NON-DESTRUCTIVE TEST CERTIFICATES**
	Non-destructive (Magnaflux) test inspection certificates may be required by the technical scrutineer on any altered or welded parts.
4.7	**MOUNTING HARDWARE**
	Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft-clamped, etc. All self-locking fastener buttons must be metallic. All self-locking fastener buttons may be painted any colour on their face, but must be WHITE or SILVER ONLY under the face. This rule applies to ALL cars in ALL categories. All electrical, instrumentation, etc., connection boxes (e.g., exhaust temperature sensor/data recorder boxes and similar components) must either be securely (no wire ties, hose clamps, Velcro, etc.) attached to the engine, frame, bellhousing, etc. or be constrained by a 1.5mm diameter stainless-steel multi-strand cable/lanyard such that it will not drop to the ground or contact a tire if any of the connecting wires break, or be located such that they will fall into the body/belly pan if any of the connecting wires break.
4.8	**PARACHUTES**
	If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Single Parachute mandatory on all cars running 240km/h or faster. Dual parachutes are mandatory for all cars running ~~313~~ 320km/h or faster, ~~more~~ or if required by Class Requirements. Scrutineers may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 25mm from the release handle. If automated push-button release system is used, driver must also be able to use handle to manually release the parachute(s). The release housing must be attached within 305mm of the parachute pack and in a manner that will allow the inner cable to release the parachute. ~~When~~ On any car supercharged, turbocharged or using Nitrous Oxide and running quicker 7.50 seconds, and/~~or~~ using methanol or nitromethane as a fuel, it is mandatory that the parachute pack and unpacked shroud lines be protected with fire-resistant material from the mounting point to the pack. Parachutes must have their own independent mounting with sleeved 10mm minimum steel bolts or steel pins required for all applications. Outer diameter of sleeve must be no less than 19mm. ~~Shroud line(s) mounting brackets must be constructed of minimum 2.3mm steel.~~ The use of ball-lock pins for parachute mounting prohibited. See Class Requirements regarding use of two (2) parachutes. Such applications require separate shroud-line mounting points for each parachute system. Drawings 10 and 11. If Parachute(s) are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area.
4.9	**PINION SUPPORT**
	All cars using an open driveline must have radius arms, traction bars or some suitable pinion support to prevent rear-end housing rotation.
4.10	**ROLL-BARS**
	All roll-bars must be within 152mm of the rear, or side, of the driver's head, extend in height at least 76mm above the driver's helmet with driver in normal driving position, and be at least as wide as the driver's shoulders or within 25mm of the driver~~'~~s door. Roll-bar must be adequately supported or cross-braced to prevent forward or lateral collapse of roll-bar. 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 127mm from the top of the roll-bar. Cross bar and rear braces must be welded to main hoop. Sidebar must be included on driver~~'~~s side. The side bar must pass the driver at a point midway between the shoulder and elbow. Swing out side bar permitted. All roll-bars must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 102mm below, and not above, the driver's shoulders or to side bar. All cars with OEM frame must have roll-bar welded or bolted to frame; installation of frame connectors on unibody cars does not constitute a frame and therefore it is not necessary to have the roll-bar attached to the frame. Unibody cars with stock floor and firewall (wheel tubs permitted) may attach roll-bar with 152x152x3~~.~~2mm steel plates on top and bottom of floor bolted together with at least four (4) 10mm class 10.9 bolts and nuts, or weld main hoop to rocker sill area with 3~~.~~2mm reinforcing plates, with plates welded completely. Also the roll-bar

may be welded to frame connectors that are fully welded in place and are 41.3x3mm MS or 2.1mm CM round and/or 51x51x1.5mm MS or CM rectangular.
All 4130 chrome moly tube welding must be done by approved TIG Heliarc process; mild steel (or ST51) welding must be approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited.
See illustration (Drawing 12).
Roll-bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 6.35mm (¼") compression. Padding must that meets FIA Standard 8857-2001 or SFI Spec 45.1 is recommended. All cars running 305km/h or faster, padding meeting FIA Standard 8857-2001 or SFI Spec 45.1 mandatory.

Roll-bar must be certified by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-bar before participation.

4.11 ROLL-CAGE

All roll-cage structures must be designed in an attempt to protect the driver from any angle, 360°. All 4130 chrome moly tube welding must be done by approved TIG heliarc process; mild steel tube welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. Plating of chassis prohibited for all cars manufactured after 1/1/2003, unless otherwise noted in Class Requirements; painting permitted.
Additionally, roll-cage must be padded anywhere the driver's helmet may contact it while in the driving position. Pro Modified, TMD, TMFC, Pro Stock, Funny Car & Top Fuel, and any car running 305km/h or faster, padding must meet FIA Standard 8857-2001 or SFI Spec 45.1. See Drawing 22.

Open Bodied cars (see Drawings 13, 14, 15 or 16):
When driver is in driving position in an open-bodied car, roll-cage must be at least 76mm in front of helmet. Cars without cross member above driver's legs must have a strap or device to prevent legs from protruding outside chassis. On front-engine dragster, seat uprights and back braces must be arranged such that a flat surface passed over any two adjacent members will not contact the driver's seat or containment. Additional uprights, max 30° from vertical, must be added until this criteria is satisfied. When non-vertical upright or "running W" side bay designs are used (i.e., uprights installed at greater than 30° from vertical), adjacent roll-cage diagonals must be the same size as that required for the upright. Motor mount and/or rear end uprights (except rear-engine dragster) may be rectangular tubing, 44.5x25.4x1.47mm (1¾"x1"x0.058") CM or MS minimum.

For all cars required to meet SFI Specification 2.1A, 2.2C, 2.3S, 2.4C, 2.5C, 2.6A, 2.7C, 10.1E, 10.4 and 10.5 the upper roll-cage members must have head/helmet guards of 25.4x1.47mm *(1"x0.058")* round tube on all new chassis or at scheduled recertification.

Full Bodied cars (see Drawing 17):
On full-bodied cars with driver in driving position, helmet must be in front of main hoop. If helmet is behind or under main hoop, additional tubing same size and thickness as roll-cage must be added to protect driver. Main hoop may be laid back or forward, but driver must be encapsulated within the required roll-cage components.
On unibody cars with stock floor and firewall (wheel tubs permitted), the roll-cage may be bolted or welded to the floor/rocker box via 152x152x3mm (6"x6"x0.125") steel plates similar to the roll-bar attachment requirements of paragraph 4.10.
Unless attaching to OEM floor or frame, the minimum requirements for a frame member or fully welded in place frame connectors on unibody to which a roll-cage member is attached are 41.3x3mm MS or 2.11mm round CM and/or 51x51x1.47mm MS or CM rectangular.
All cage structures must have in their construction cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 102mm below, and not above, the driver's shoulders, or to side bar. All required rear braces must be installed at a minimum angle of 30° from vertical, and must be welded in. 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 driver's legs (i.e., '55 Chevy, '65 Corvette, etc.) a rocker or sill bar, minimum 41.3x2.11mm (1.624"x0.083") CM or 3mm MS or 51x51x1.47mm (2"x2"x0.058") CM or MS rectangular, is mandatory in any car with a modified floor or rocker box within the roll-cage uprights (excluding 0.56 m² [6ft²] of transmission maintenance opening).
Rocker bar must be installed below and outside of driver's legs and must tie into the main hoop, the forward hoop, frame, frame extension or side diagonal. Rocker bar may not tie into swing out side bar support. If rocker bar ties into side diagonal more than 127mm (edge to edge) from forward roll cage support or main hoop, a 41.3x2.11mm (1.625"x0.083") CM or 3mm MS brace/gusset is mandatory between the diagonal and forward roll-cage support or main hoop.
Swing out side bar permitted on OEM full-bodied car 8.50 E.T. and slower.

The following requirements (a. through d.) are enforced on all cars:

a. 41.3x2.11mm (1.625"x0.083") CM or 3mm MS minimum. Bolts/pins must be 10mm diameter steel, minimum, and in double shear at both ends.
b. Male or female clevis(es) permitted. Male clevis must use two minimum 3.2mm thick brackets (CM or MS) welded to each roll-cage upright; female must use minimum 6mm thick bracket (CM or MS) welded to each roll-cage upright. Pins must be within 204mm 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 swing out bar (outward side), minimum 3mm wall (CM or MS) extending at least 41mm past the center of the pins. A clevis assembly using a minimum 8.9mm thick male component and two minimum 4.45mm thick female components may use a 12mm diameter Grade 5 bolt, and does not require a half cup backing device.
c. Sliding sleeves of 35x2.1mm (1.375"x0.083") CM or 3mm MS, with minimum 51mm 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.

For chassis certification, and on all cars requiring a roll-cage:
On all cars requiring a roll-cage, if the OEM firewall has been modified (in excess of 929cm² *(1ft²)* for transmission removal, not including bolted in components) a lower windshield or dash bar of 31.8x1.47mm (1.250"x0.058") 4130 chrome moly or 31.8x3mm (1.250"x0.118") mild steel is mandatory connecting the forward cage supports.

"D" bar installation for full bodied cars:
For front-wheel-drive cars, with complete OEM floor (from the firewall to the rear of the trunk) and rocker/sill boxes, the 31.8x1.47mm (1.250"x0.058") CM or 3.02mm *MS* "D" bars (when required; i.e., when the main hoop is not welded to the frame) may be welded to a 41.3x2.11mm (1.625"x0.083") CM or 3mm cross member welded to the rocker/sill box via conventional 152x152x3mm plates. For rear-wheel-drive cars, with neither a frame nor sub-frame connectors, but with complete OEM floor (from the firewall to the rear of the trunk; exception: the rear inner wheel wells may be tubed with steel or aluminium), rocker/sill boxes, the 32x1mm (1.250"x0.058") CM or 3.02mm (0.118") MS "D" bars may be welded to conventional 152x152x3mm plates attached to the driveshaft tunnel.

Chassis on cars slower 8.50 seconds:
Chassis must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation.

Chassis on cars meeting SFI Specification:
Chassis must be certified by an SFI approved chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation.

4.11.1	ROLL-CAGE PADDING
	Roll-cage padding meeting FIA Standard 8857-2001 or SFI Spec 45.1 mandatory anywhere the driver's helmet may come in contact with roll-cage or roll-bar components. Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet is mandatory for any car quicker 7.50 seconds and is recommended for all other cars. The additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering on all cars quicker 7.50 seconds. The additional padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2. See class regulations and Article 253.8.4 of Appendix J to the International Sporting Code for additional requirements. See also General Regulations 10.6.
4.12	WHEELBASE
	Minimum 2286 ~~2159~~mm, unless car has original engine in original location and is shorter than original, or noted in class requirements. Maximum wheelbase variation from left to right is 25mm, unless otherwise noted in Class Requirements.
	5 – TIRES AND WHEELS
5.1	TIRES
	Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the scrutineer prior to any run. All street tires must have a minimum of 1.6mm tread depth. Any street tire (DOT/EC Standard) must exceed the required speed and load rating of the car/class. Temporary spares, space saver spares, farm implement or trailer tires prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on cars running 11.99 (*7.49) or quicker, unless OEM tire pressure monitor sensor is used. Chemically treating and physically altering (e.g. lightening) a tire in any manner is prohibited unless such treatment or alteration is performed by the original tire manufacturer.
5.2	WHEELS
	The use of "spinner" style wheels or any wheel design that incorporates movable pieces while the car is in motion or stationary are prohibited. Hubcaps must be removed for inspectors, nor are loose lugs, cracked wheels, worn or oversize lug holes, and condition of spindles, axle nuts, cotter pins, etc. in bad condition. Each car in competition must be equipped with automotive-type wheels with a minimum 305mm of diameter unless Class Requirements stipulate otherwise. Motorcycle wheels or lightweight automotive wire wheels must be equipped with 2.54mm minimum diameter steel spokes, properly cross-laced to provide maximum strength. All spoke holes in rim and hub must be laced. Omissions to lighten wheels prohibited. The thread engagement on all wheel studs to the lug nut, or lug bolts to wheel hubs, must be equivalent to or greater than the diameter of the stud/bolt. Length of the stud/bolt does not determine permissibility. (Example: A 12mm stud must be thoroughly engaged through the threads in the hex portion of the lug a minimum of 12mm.) Steel lug nuts mandatory. Wheel spacer permitted. Spacer to be either hub centric or lug centric and must fit with minimal clearance to retain concentricity. The wheel spacer must not reduce the minimum allowable thread engagement below the limits established by fastener diameter. No stacking of wheel spacers allowed. Maximum rim width on any car: 16" (406mm). No rear wheel discs or covers permitted in any category. Top Fuel and Funny Car rear wheels must meet SFI Spec 15.4. Pro Stock, Top Methanol Dragster, Top Methanol Funny Car, and Pro Modified must meet a minimum of SFI Spec 15.1. Any SFI Spec wheel must be used in an unaltered manner, consistent with the manufacturer's installation instructions, unless otherwise approved in writing by the FIA Technical Department. Wheel discs or covers prohibited. Drawing 18.
	6 – INTERIOR
6.1	DRIVER COMPARTMENT
	Both doors must be functional from inside and outside on all full-bodied cars. All interior panels (firewalls, floors, wheel tubs, doors, etc.) within the driver compartment of enclosed-cockpit cars where the driver is located behind the engine must be constructed of materials other than magnesium. Driver compartment of any enclosed or full-bodied car must be totally sealed from engine ~~and transmission~~. All holes in firewall must be sealed with aluminium or steel. Openings around all linkages, lines, wires, hoses, etc. must be minimized. Minimum Cockpit exit times apply. See Class Requirements.
6.2	~~UPHOLSTERY,~~ SEATS
	The driver~~'~~s seat of any car in competition must be constructed, braced and mounted~~, and upholstered~~ so that it will give full back and shoulder support. The driver~~'~~s seat must be supported on the bottom and back by the frame or cross member. Except as noted in SFI Specifications or FIA Standards, seats must be bolted with four bolts minimum 10mm 8.8 (Grade 5), ~~(and nuts~~ and washers~~)~~ on the bottom and one bolt in the rear into cross-bar; all bolts must go into frame or cross braces. Ball-lock pins for seat attachment prohibited. ~~All seats must be upholstered, or as noted under Class, FIA or SFI Requirements. All front-engine, open-bodied, supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds and quicker must have a flame retardant-material-upholstered seat.~~ Properly braced, framed, supported, and constructed seats of aluminium, fiberglass or double-layer poly (accessory seats) or carbon fibre are permitted. Single-layer fiberglass seats must have steel tube framework, 13mm minimum outside diameter, for support. If a "Bucket Seat" is used, seat frame must be installed as a permanent part of the chassis. Aftermarket aluminium seats must have reinforced head rest. Seat meeting FIA Standard 8855-1999 or 8862-2009 recommended where suitable. The seat must make contact with the driver's entire back, buttocks and upper thighs. Magnesium seats prohibited. See Drawing 19.
6.2.1	UPHOLSTERY
	Seat should be foamed with energy-absorbing material and formed to the driver's body where driver's back, buttocks and upper thighs have no contact to the seat. Use of pillows etc. prohibited. All seats must be upholstered, or as noted under Class, FIA or SFI Requirements. All front-engine, open-bodied, supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds and quicker must have a flame retardant-material covering the upholstery.
6.2.2	INTERIOR SHEETING
	Driver compartment interior must be aluminium, steel, or FIA-accepted carbon fibre. Magnesium prohibited. See Class Regulations.

6.3	**WINDOW NET**
	A ~~window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code is mandatory on any full-bodied car running 7.49 (*4.49) seconds or quicker. For full-bodied cars run 7.50 (*4.50) to 9.99 (*6.39) or if the car runs 217km/h or faster a ribbon-type or mesh-type~~ window net designed according to Art.253.11.2 of Appendix J to the International Sporting Code or SFI Spec 27.1 is mandatory on any full-bodied car required by the regulations to have a roll cage (or utilizing a roll cage). ~~unless otherwise specified by Class Requirements.~~ Window net must be securely mounted on the inside of the roll-cage, with the permanent attachment at the bottom. All attachment points must be designed in an attempt to protect the driver and avoid contact with track surface or guard wall. Eyelet clips, dog leash hardware, hose clamps, etc. prohibited. Penetration of webbing, except as performed as per manufacturer's instructions, is prohibited. Any other modification to net must be performed by manufacturer. See Class Requirements for any deviation.
	7 – BODY
7.1	**AIRFOIL, WINGS**
	Air foils, canards, wings, and spoilers other than original factory equipment will only be permitted in open-bodied class cars (i.e.: Dragster, Street Roadster, and Altered) or as noted in Class Requirements. A positive locking device to prevent movement mandatory. No part to be within 152mm of rear tires. Spring-loaded spoilers, wings, or canards prohibited. Adjustment of air foils, wings, or spoilers during run prohibited. NOTE: A spoiler is mounted directly to the deck lid of the car such that air only passes on the top side of the device. An air foil or wing is mounted on stands, struts, or pedestals, such that air passes over the top and underneath the device. Minimum fastener size on all front wings, canards, etc. is 6mm. Ball-lock pins prohibited. For all open-wheel, open-body cars where rear wings are permitted and mounted to the roll-cage, the wings may either be fully mounted to the roll-cage via plates and/or short brackets, with a maximum of 152mm center-to-center between the upper (wing tab) and lower (roll-cage tab) bolts, or have a roll-cage shroud. A multi-piece shroud is permitted. The shroud must be made of a minimum of 2mm Grade 2 ASTM-B-265 titanium or 2.2mm 4130 steel and must be shaped to conform to the roll-cage. The shroud must be attached to each of the side bars with a minimum of three (3) 6mm diameter Grade 8 bolts and bosses per side, to the top with a minimum one (1) 6mm diameter Grade 8 bolt and boss, and to the rear bars with a minimum two (2) 6mm minimum diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Absolutely no components may be mounted to the helmet shroud above the top of the shoulder hoop. Bolt heads must be a 13mm hex-style. FIA-approved helmet shrouds must be made as a one-piece shroud, a two-piece shroud where each half must overlap; or a three-piece shroud that includes two side shields and the center section. All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible roll-cage structure. On the bottom, the shroud must have a 51mm clearance between the upper frame rail/shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars. When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 19mm on each side. On a three-piece shroud, the center/rear section of the shroud may extend from/behind the side pieces by no more than 19mm at any point and must overlap each side by a minimum of 38mm. The side shrouds must extend to the centerline of the rear hoops.
7.1.1	**WINGS AND SUPPORTS**
	See Class Regulations.
7.1.2	**BODY**
	See Class Regulations.
7.1.3	**ESCAPE HATCH**
	A working escape hatch must be installed in top of body to permit easy driver exit; see-through types prohibited. Minimum size, 457x432mm. Roof hatch must be permanently attached and hinged at front. Must have release mechanism, operable from both inside and outside of car. All new Funny Car body designs must incorporate, in an area in the rear portion of the roof hatch, a handhold for emergency release.
7.1.4	**BUMPERS**
	See Class Regulations.
7.1.5	**STREET EQUIPMENT**
	See Class Regulations.
7.1.6	**WHEEL WELLS**
	See Class Regulations.
7.2	**COMPETITION NUMBERS**
	Any car competing at FIA events must display the driver's Competition number. Numbers must be a minimum 101mm high and 38mm wide. Class designation letters must be a minimum 76mm high and 25mm wide. Driver's competition number and class designation must be displayed in a legible manner in a contrasting colour to the cars background colour, or light colour on windows, in a prominent position, and be clearly visible to the tower personnel. Class and numbers must be in the form of permanent decals or paint. The use of shoe polish in any form is prohibited. Drawing 20.
7.3	**FENDERS**
	All cars in all categories must have re-rolled or beaded edges on altered fenders. Flaring or spreading external fender lines prohibited. Front fenders may not be "drooped" on full fendered car except as noted in Class Requirements.
7.4	**FIREWALL**
	Each car in competition must be equipped with a minimum 0.8mm aluminium or 0.6mm steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. In certain instances, fiberglass, carbon fibre or other composites may be used (FIA approval required). All holes in firewall must be sealed with aluminium or steel. See Class Requirements or consult FIA Technical Department. Use of magnesium prohibited.

7.5	**FLOOR**
	All cars without floors must be equipped with floor pans made of steel or aluminium that must extend the full length and width of the driver compartment to the rear of the driver's seat. Cars equipped with floors or belly pans made of fiberglass or other breakable material must have metal subfloors. In all cars with OEM fiberglass floors, a cross member minimum 51x51x2mm (2"x2"x0.083") must be installed between frame rails for proper driver's seat, seat belt, shoulder harness, and crotch strap installation. Belly pans and subfloors enclosing engine or driver compartment must contain suitable drain holes so that liquids and foreign matter cannot collect, thus creating a fire hazard. Minimum 0.8mm aluminium or 0.6mm steel. In certain instances, an FIA-accepted panel made of composite material may be substituted for steel or aluminium. Contact the FIA Technical Department for list of accepted composite panels. Use of magnesium prohibited.
7.6	**HOOD SCOOP**
	On full-bodied cars, where permitted, hood scoop opening may not extend more than 279mm above height of original hood surface as measured from the top of the opening directly down to the hood surface. On open-bodied, front-engine cars, scoop may not extend more than 279mm above height of carburetor top. ~~Only one (1) inlet opening permitted on Scoop in the must have one (1) INLET opening only in Pro Modified, Top Methanol Funny Car and Top Methanol Dragster, Pro Stock, Funny Car and Top Fuel. All other categories, multiple scoop openings permitted.~~ Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. See Class Requirements for additional restrictions.
7.7	**WINDSCREEN**
	On open-bodied cars, or any other class car without a windshield, a metal or other fireproof deflector must be installed. Minimum size on Street Roadster and Altered class cars is 127x305mm. The deflector should divert wind, liquids, and foreign matter over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's frontal view in any way. Tape of any kind prohibited on any transparent windscreen. The use of any temporary or permanent shielding, including paint, that obstructs the driver's vision (e.g. blinders, staging aids) and that is attached to the helmet or windscreen is prohibited.
7.8	**WINDSHIELD, WINDOWS**
	Windshields and/or windows on all cars, when called for under Class Requirements, must be of safety glass, Plexiglas, Lexan (Polycarbonate), or other shatter-proof material, minimum 3mm thick. In Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster, Top Methanol Funny Car and Pro Modified, windshields and/or windows must be clear, without tinting or colouring, except factory-tinted safety glass. ~~In all other applications, windshield/window tint must meet the applicable state requirements.~~ Competition number decals are permitted on any window, windshield or back-lite, except as noted in Class Requirements. Tape of any kind prohibited on any windshield or window. The use of any temporary or permanent shielding, including paint, that obstructs the driver's vision (i.e., blinders, staging aids) and that is attached to the helmet, window or windshield is prohibited. Permitted shielding not to exceed 102x204mm is permitted at this time provided that (a) it has a permanent attachment to the car, such that it requires tools for removal, and (b) that the shielding is deemed safe by the driver in the driver's judgment and so long as the driver can demonstrate to scrutineers that the purpose of the modification is to reduce distraction in the driver's field of vision. By using such a shield, the driver acknowledges and agrees that the driver deems such modification safe in the driver's judgment consistent with the driver's obligations above, and that the shield does not impair or interfere with the safe operation of the car. Tape, tie straps, binder clips, hook-and-loop fasteners, glue, etc. are prohibited for attachment purposes. Car-mounted shielding is allowed to pivot as long as it remains permanently attached. ~~Re: helmet visor, See General Regulations 10.7.~~
	8 – ELECTRICAL
8.0	**ELECTRICAL COMPONENTS**
	See Class Regulations.
8.1	**BATTERIES**
	All batteries must be securely mounted inside the fraimrails or Body. Positive battery terminals must be electrically protected with an insulating cover unless enclosed in an FIA accepted battery box. Standard – Wet cell battery(ies): Battery may be relocated from its OE position to the trunk area, must be separated by a bulkhead of 0.6mm steel, 0.8mm aluminium or carbon fibre (including package tray) from the driver compartment. A sealed FIA accepted battery box or a battery box made out of 0.6mm steel or 0.8mm aluminium may be used in lieu of a bulkhead. A battery box may not be used to secure a battery and must be vented outside the car. Dry cell battery(ies): Battery does not require a bulkhead or a battery box and can be mounted in the driver compartment. Battery mounting: OE mounting for OE battery in OE positon permitted. All other batteries >4kg must be securely mounted with minimum one (1) 15x2mm metal strap using 10mm bolts for attachment to the chassis/body. (See International Sporting Code Appendix J Art.255 5.8.3 Drawing 255-10,255-11) A maximum of two (2) automobile batteries, or 68kg combined maximum weight (unless otherwise specified in Class Requirements), is permitted. ~~All batteries must be securely mounted and may not be relocated into the driver or passenger compartments.~~ ~~Rear firewall of 0.6mm steel or 0.8mm aluminium (including package tray) required when battery is relocated in trunk. In lieu of rear firewall, battery may be located in a sealed 0.6mm steel, 0.8mm aluminium, or FIA-accepted poly box. If sealed box is used in lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Strapping tape prohibited.~~ ~~A maximum of two (2) automobile batteries, or 68kg combined maximum weight (unless otherwise specified in Class Requirements), is permitted. Metal battery hold-down straps mandatory. Hold-down bolts must be minimum 10mm if battery is relocated from stock and other than stock hold-downs are used ("J" hooks prohibited or must have open end welded shut.).~~
8.2	**DELAY BOXES/DEVICES**
	Prohibited in TF, FC, PS, PM, TMD and TMFC; permitted in all other categories (E.T. rules may vary by division; contact ASN's office). A Delay Box or Delay Device is defined as any device (electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between the release of trans brake line-lock, or release of foot or hand brake, or release of clutch pedal/lever, and the resultant action of the car. In categories that permit a delay device: delay device may display only delay amount dialled in; analogue or digital display permitted. See Class Requirements for number of boxes/devices permitted. Delay device may serve only to create a pre-set delay between release of trans brake, line-lock, etc. and resultant action of car. Delay device may be connected only to systems; i.e. trans brake and/or line-lock, and/or clutch, dependent on car, shift timer and throttle stop. Delay device connected to data recorders or any other equipment prohibited. Wiring of delay box/device must be fully visible, labelled and traceable to scrutineer. Only delay boxes/devices fitting this description will be permitted. Any system that does not fit the above description is prohibited and must be corrected before the car will be passed through pre-event scrutineering. Further, discovery of a prohibited device at any time following pre-event scrutineering will result in disciplinary action determined

	by the Stewards ~~be grounds for immediate disqualification from the event, loss of all FIA points for the season, and suspension from all FIA Championship Drag Racing Events for remainder of season~~. Additional penalties may be imposed in accordance with the FIA International Sporting Code. (See 9.1 COMPUTERS, 9.2 DATA RECORDERS). Prior to use, all delay boxes/devices manufactured after 1/1/2003 must be FIA-accepted. Any delay device other than those specified above, must be FIA-accepted prior to usage. All wiring associated with the delay device, throttle stop, ignition system, automatic shifter, and electronic fuel injection must be fully visible, labelled, and traceable. Delay devices and components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. The use of any visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited. In categories that prohibit delay devices, no other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel-injection system, etc.) and the delay box/device. The rpm-based automatic shifters that are incorporated into some delay boxes/devices may not be used for any purpose. The built-in tachometer that is incorporated into some delay boxes/devices may not be used for any purpose.
8.3	**IGNITION**
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver. "Momentary contact" switch prohibited. Magneto "kill button"-type switches are prohibited. All ignition systems and/or components wiring harnesses and attachments must utilize those supplied by the ignition system manufacturer. The wiring harness must be used in an unaltered manner consistent with the manufacturer's installation and instruction books. All wiring associated with the ignition system must be fully visible, labelled, and traceable. The use of any programmable multi-point rev limiter and/or a rate-of-acceleration rpm limiter, either by themselves (i.e., MSD 7561, MSD 7761) or integrated into the ignition system (i.e. MSD 7531), is prohibited in FIA competition
8.4	**MASTER CUTOFF**
	Mandatory when battery is relocated, or as outlined in Class Requirements. An electrical power cut-off switch (one only) must be installed on the rearmost part of each car and be easily accessible from outside the car body. This cut-off switch must be connected to the positive side of the electrical system and must stop all electrical functions including magneto ignition. The external control switch for this cut-off switch will be clearly indicated by a red flash inside a white-edged blue triangle with a base of at least 120mm (see Drawing 25). The positions must be clearly indicated with the word "OFF." If switch is "push/pull" type, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 3mm diameter. Plastic or keyed switches prohibited. Switches and/or controls must be located behind rear wheels on rear-engine dragsters.
8.5	**STARTERS**
	All cars must be self-starting (or be started by a crew member using a remote/removable starter device in accordance with the class regulations). Rollers and/or push starts prohibited.
8.6	**TAILLIGHTS**
	All cars in Sportsman categories must have a minimum requirement one working taillight for night operations. Strobe, flashing, high intensity, or other type lights that may distract other drivers are prohibited in all categories. Any other light-emitting/receiving device (laser, infrared, light sensor, etc.) prohibited. Also see Class Requirements.
8.7	**SWITCHES AND BUTTONS**
	All switches and/or buttons must be standard, mechanical connection type. Infrared, laser, retinal scan, fingerprint, light source, or any other non-mechanical type switch and/or button prohibited in all FIA categories.
8.8	**SHIFT LIGHT**
	Shift light may only be triggered by tachometer output or ignition output.
8.8.1	**INSTRUMENTS / GAUGES**
	See Class Regulations.
9 – SUPPORT GROUP	
9.1	**COMPUTERS**
	Except those computers installed on stock vehicles by the new car manufacturers for the proper operation of such cars, no cars may be equipped with computers that in any way affect the operation of the car. Per Class Requirements, OEM or OEM-type electronic fuel injection permitted. Electronic fuel injection must be closed, OEM type system or FIA-accepted; i.e. may monitor only engine functions. Monitoring of car performance criteria, wheel speed, driveshaft speed, car acceleration, etc. by fuel-injection system prohibited. Any form of torque management (e.g. launch control, traction control, altitude ignition correction, etc.) is prohibited. All related wiring, sensors, etc. must be identifiable to the scrutineer. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the car based on measurement, sensing, processing, etc., of any data related to the performance of the car. Display or transmission of any data gathered or processed, to the driver or any remote location (telemetry), is prohibited. (see 9.2 DATA RECORDERS) In Pro Modified, following ECU's including the required Soft- and Firmware are permitted to be used in conjunction with the build in Data Recorder.

Manufacturer	Part #	Required Soft and Firmware
Big Stuff	Gen 4	Big Stuff Gen 4 00.0.2
EFI Technology	R8 & R16 ECU	Software NHRA R8 V9.0, Firmware 55
FuelTech	FT450 FT550 FT600 NHRA	Software NHRA 4.30
Holley	Dominator EFI	Build 401
MoTeC	M1 Pro Mod	Nitrous Pro Mod V. 01.00.0003
MoTeC	M1 Pro Mod	Boosted Pro Mod 2020 V. 01.00.0006

During FIA competition, a portable computer (e.g. laptop, PDA, Palm Pilot, programmer, etc.) must be securely mounted when located in driver's compartment at any point beyond the staging area ready line. All functions or values must be pre-set prior to this point.
Per class requirements, timed or rpm-activated shifters and the like permitted, but all automated functions must be pre-set before the run. Timer may display only timer amount dialled in; analogue or digital display permitted. Devices may be removed at any time at discretion of ASN or FIA scrutineers.
Ride height sensors permitted in Top Fuel, Funny Car, Pro Stock and Pro Modified; may only be connected to data recorder; prohibited in all other categories.

9.1.1 AUTOMATED SHIFTERS

Per class requirements timed or rpm activated shifters and the like permitted, but all automated functions must be pre-set before the run. Timer may only display timer amount dialled in, analogue or digital display permitted. Devices may be removed at any time at discretion of FIA or ASN.

9.1.2 SHUTOFF DEVICE

Any Car in Pro Mod, Top Methanol Dragster, Top Methanol Funny Car, Pro Stock, Funny Car and Top Fuel must utilize a Shutoff device in full working order according to their class regulations.

9.1.3 PAN PRESSURE SHUTOFF SYSTEM

See Class Regulations.

9.2 DATA RECORDER

Data recorders may be used to record functions of a car so long as they do not activate any function on the car. Data recorder may not be activated by the throttle, clutch, brake, mechanisms, etc., nor by the Christmas Tree, radio transmitters, sensing of wheel speed, inertia, laser device, or transmission of track position. Except data recording functions built into ignition systems that start data acquisition automatically, all data recorders must be activated by a separate switch that requires a separate action (with respect to all other devices) by the driver or crewperson The switch may neither be connected to nor be incorporated into any other device or component. Fifth wheel sensing devices prohibited on all cars (includes wheelie-bar wheels). All lines sensing flow, pressure, etc. of fuel or oil must be metallic or steel braided. Transmission or display of data gathered or processed by the data recorder, to the driver or any remote location, prohibited. Data may only be reviewed (printout, replay, etc.) after the run.
Any device (mechanical, hydraulic, pneumatic, electrical, optical, etc.) other than OEM type, which assists in determining track location of the competitor's own or opponent's car is prohibited. OEM-style mirrors, mounted in conventional fashion, permitted.
Discovery of a device which displays, indicates, or transmits "on track," "track location," or "elapsed time" type data will result in disciplinary action determined by the Stewards ~~be grounds for immediate exclusion from the event~~. Additional penalties may be imposed in accordance with the FIA International Sporting Code.

9.3 FIRE EXTINGUISHER / SUPRESSION SYSTEM

On-board fire extinguisher system is mandated under certain Class Requirements. Must be installed per manufacturer's specifications with all gauges clearly visible; viewing window(s) may be required for some applications. In other categories, it is recommended that each competitor and/or his or her crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession, carried in the push or tow car, race car, or otherwise available for immediate use. Dry chemical or CO2-type extinguishers, 1.13kg minimum size, are recommended. If a hand-held fire extinguisher is carried on board the car, it must be mounted in a secure manner; flip-open type clamps prohibited.
When required, Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster, Pro Modified and Top Methanol Funny Car, fire extinguishing system must meet SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52). The system shall be installed and utilized per manufacturer's installation requirements. All front-engine, open-bodied supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds (*4.49) or quicker must be equipped with an SFI 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) 8.5kg fire system.
For all other cars, on-board fire extinguisher systems must be manually controlled and mounted per manufacturer's specifications with the primary nozzle(s) directed in an attempt to protect the driver. Total Flooding Agents (Feasible for Use in Occupied Areas) may be used (see Appendix J to the FIA International Sporting Code, Article 253.7.3.2 and Technical List n°6). The use of certain of these products may be against local laws, and they are therefore banned locally.
Bottles and lines must be mounted above the bottom of the adjacent frame rails. Fire suppression bottle activation cables must be installed inside frame rail where cables pass engine/bellhousing area. Bottles must be CE or DOT approved and permanently mounted (no hose clamps or tie wraps). In the case of more than one bottle, each bottle must have its own distribution tubing and nozzles. The use of bottles, nozzles or tubing other than that recommended by the manufacturer is prohibited. Nozzle placement is extremely important; two nozzles are placed at the front of the engine, one on each side, and one nozzle is located in the driver compartment near the steering column, minimum. Upon activation of the system, the contents of the bottle(s) must be totally discharged; partial-discharge systems prohibited. The bottles must be mounted in such a manner that should an explosion or failure of any mechanical component of the car occur, the bottles will be protected from flying parts. Also, the bottles must be mounted completely above the lower frame rails of the car. When installed in/on a race car, must be mounted in a secure manner; use of flip-open-type clamps, hose clamps, tie wraps, snaps, etc. prohibited. They should be protected from excessive temperature and mounted rigidly to the car. Remote cables must be metallic (plastic or plastic-wrapped cables prohibited) and installed so they are protected in the event of an upset or collision. Follow the manufacturer's recommendations regarding installation, especially on bend radius

	and protection from crimping or kinking. All fire suppression systems must use metal lines, steel or aluminium distribution nozzles, and must be equipped with a pressure gauge. All bottles must be identified with a gross loaded weight figure. It is the responsibility of the competitor to weigh the bottle prior to each event. Any external activation device must be marked according to Drawing 24. Safety pins must be red flagged and removed before entering the designated burn out area.
9.4	**GENERATORS**
	All generators, air compressors, etc. that are powered by an internal combustion engine must have the exhaust directed up and above the top of the trailer, truck, RV, tent/awning, etc. and clear of other people's pits.
9.5	**JACKS AND JACK STANDS**
	No work may be done under any car in the pit area while the car is supported by only one 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 exclusion. TF, FC, PS, TMD and TMFC must use cradles/jack stand devices that attach to the frame (conventional jack stands prohibited) when working on and/or running engine in pits with car in a raised position. Jack stand devices must be constructed as to provide a minimum ground clearance of 178mm as measured from the ground to the outer diameter limit of the rear tires.
9.6	**LIFTING DEVICES**
	Any form of mechanical, hydraulic, or other leverage-type device for raising a car's driving wheels off the starting line surface is prohibited.
9.7	**OVERSIZE TRAILERS**
	Competitors using lift-gate-type rear door must allow door to be open only during active unloading/loading. Further, competitors must take steps to prohibit anyone from passing underneath any part of the lift-gate-type door during the unloading/loading procedure. Also, all extended ramps must be stowed after use. Maximum width of trailer and awning combination not to exceed 6.70mtr. *(22ft)*.
9.8	**PRESSURIZED BOTTLES**
	All pressurized bottles (i.e. air, CO_2, etc.) used for air shifters clutches, etc. must meet, and be engraved as meeting, CE or DOT-1800-pound (124 bar) minimum spec. All bottles must be securely mounted (hose clamps and/or tie wraps prohibited) above the lower frame rail. Any pressurized bottle used for pneumatic operation must be filled with compressed air, nitrogen, or CO2. All other materials prohibited.
9.9	**PUSH BARS**
	Push bar must be designed to prevent push car from riding up on rear wheel of open-wheeled race cars. Push or tow starts prohibited.
9.10	**TELEMETRY DEVICES**
	Telemetry transmission of certain professional category vehicle parameters intended for the sole purpose of event television coverage, which meet applicable FIA criteria, permitted. Application for telemetry transmission(s) must be submitted in writing to FIA. Final, written authorization from applicable event Chief Steward mandatory. Discovery of any unauthorized telemetry device, or unauthorized transmission of data, in any category, will result in exclusion from the event, loss of all season points, plus suspension of competition privileges for the remainder of the season. Additional penalties may be imposed at the sole and absolute discretion of FIA.
9.11	**TRACTION CONTROL**
	Any type of traction-control device, electronic or mechanical, is prohibited (except unaltered stock OEM). A traction-control device is any unit or system that uses live data to control functions of the car, such as tire slip, which are not controlled by the driver. These devices are, but not limited to, timing control based on wheel, driveline, or engine acceleration, braking control, throttle control, tire-shake meters, vertical acceleration meters, misfire control, stutter box, relays, and/or rpm-activated chips. See 9.10 Telemetry devices, 8.2 Delay boxes/devices, 8.3 Ignition, 9.1 Computer.
9.12	**PUSH OR TOW CARS**
	Any car used as a push or tow car must have the driver's Competition Number displayed on it. Limit of six (6) crewmembers in push or tow cars. Crewmembers must be inside cab or completely inside bed or truck, not to be seated on tailgate, standing on running boards, or otherwise not completely inside the car. Generators or other external power supplies, extension cords, support equipment other than on the push or tow car, etc. are prohibited outside the pit area. Once a race car leaves the pit, it must be in race-ready condition, and the only support equipment permitted is the push or tow car until the race car returns to the assigned pit area (exceptions for engine start-up equipment needed in Pro Modified, Top Methanol Funny Car, Top Methanol Dragster, Pro Stock Bike, Funny Car, and Top Fuel).
9.13	**TWO-WAY RADIO COMMUNICATION**
	The use of two-way radios for the purpose of voice communication between driver and crew is acceptable in all categories except Junior Dragster & Junior Funny Car. Telemetry may in no way be used for gathering data or performing control functions. When radio is mounted in driver~~'s~~ compartment, must be secured in holder by some type of strap or device when car is moving.
9.14	**WARM-UPS**
	It is mandatory that a driver be seated in the car in the normal driving position any time the engine is running, unless coupler or driveline is removed from car. The practice of trans brake testing, converter stalls, line-lock testing, and/or transmission warming is prohibited in all categories, in all areas of the event except in starting-line approach areas beyond staging, or unless the car is on jack stands. Non-compliance is grounds for exclusion. TOP FUEL & FUNNY CAR: When starting a car of this category in the pit area, the car must be fully within the assigned space. **NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF YOUR TRAILER.** Race teams may not back car out of pit space to start the engine. When occupying the "end spot" pit space, or if the neighbouring trailer does not completely shield your car, it is mandatory to park a push or tow car alongside the race car while the engine is running. The race car must have a pedal stop that limits the throttle opening to a maximum of ¾ of wide-open-throttle. Pneumatic throttle devices prohibited.

9.15	**CAMERAS**
	One camera permitted unless the Race Director grants permission for additional cameras. The camera may not be intentionally directed at the racer in the other lane. Video may not be transmitted in any means or manner. Incident video may not be transmitted under any circumstances. No video monitors permitted in or on the car. Video may not be used in any way to determine track position in real time. The camera must be securely attached to the car with appropriate fasteners. It may not be attached with suction cups, wire ties, hose clamps, etc. For any camera mounted externally to any car, all mounting brackets, associated fasteners, hardware, etc. from the camera to the car attachment point must be metal; no plastic or non-metallic components are permitted. For all cars, attachment to the driver, the driver's helmet, or the steering wheel/handlebars prohibited. Images from any camera permitted under this section may be used for competition/analytical purposes only.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	**APPAREL**
	Each member of a participant crew must be fully attired when present in the staging, starting and competition areas of the race track. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. See Class Requirements.
10.2	**APPEARANCE**
	Cars participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the scrutineer. The appearance of personnel (team, crew etc.) attending competitor cars is equally important and is subject to the same considerations.
10.3	**ARM RESTRAINTS**
	Where mandated by Class Requirements, arm restraints must be worn and adjusted in such a manner that driver's hands and/or arms cannot be extended outside of 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 manufacturer for instructions.
10.4	**LICENSES**
	Please refer to FIA International Sporting Code Appendix L, Article 9.
10.5	**DRIVER RESTRAINT SYSTEM**
	A quick-release driver restraint system meeting FIA Standard 8853/98, 8853-2016, or SFI Spec 16.1, 16.5 standard is mandatory in all cars in competition required by the rules to have a roll-bar or a roll-cage. (Permitted in all other classes). Driver restraint system must be clearly labelled as meeting FIA Standard 8853/98 or 8853-2016 standard, SFI Spec 16.1 or SFI Spec 16.5. FIA 8853/98 and 8853-2016 standards expiration period is five years after the year of manufacture. SFI Spec 16.1 or 16.5 must be dated by manufacturer. SFI Spec 16.1 or 16.5 76mm wide shoulder harness straps folded over and sewn to be 51mm wide by the original manufacturer in order to fit into head and neck restraint lips/channels are acceptable. See Class Requirements for additional requirements for Top Fuel and Funny Car. (In cases where the class does not require an SFI or FIA driver restraint system, recertification does not apply.) All seat belt and shoulder harness hardware must be originally designed to be used with each other and produced by the same manufacturer. For harness installation, see illustration. (Drawing 21) and Article 253.6.2 of Appendix J to the International Sporting Code. Cars using OEM or OEM-type seat may route crotch strap in front of seat instead of through seat; otherwise, install according to manufacturer's instructions. Mandatory that units must release all attachment points (five (5), six (6), or seven (7) if applicable) in one action. When arm restraints are worn with a restraint system that utilizes a "latch lever," a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. Protective cover not required if system utilizes "duck-bill" latch hardware. All harness sections must be mounted to the frame, cross member, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Seat belts may not be wrapped around lower frame rails. Under no circumstances are bolts inserted through belt webbing permitted for mounting. Check manufacturer's instructions for installation. All belts used in front-engine supercharged methanol cars must be covered with a fire-resistant covering. SFI Spec 16.1 or 16.5 Y-type belts prohibited.
10.6	**HEAD PROTECTOR**
	In any car where a roll-bar or roll-cage is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent whiplash upon impact. ~~The roll-bar or cage must be padded wherever it may come in contact with the driver's helmet.~~ Adequate padding should permit minimum 6mm compression or meet the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2. ~~The use of weather stripping and similar thin or low impact resisting materials is prohibited.~~ A padded roll-bar or cage alone is not acceptable as a padded head protector unless it is within 102mm of the driver's helmet. A seat that incorporates a reinforced head rest is acceptable. The head protector must include a flame-retardant covering on all cars quicker 7.50 seconds. See also General Regulations 4.11.1.
10.7	**HELMET ~~& GOGGLES~~**
	As outlined under Class Requirements, a driver in any class must wear a helmet meeting FIA standards, Snell or SFI Specifications. Wearing a helmet is strongly recommended in cars running 14.00 seconds or slower. » Drivers in cars utilizing a roll-bar or roll-cage must wear a helmet. » Drivers in cars 13.99 to 10.00 seconds must wear an open-face or full-face helmet. » Drivers in cars 9.99 seconds or quicker, or drivers in open-bodied cars running 13.99 seconds or quicker must wear a full-face helmet with visor (goggles prohibited). See FIA Technical List N°25 *(www.fia.com/regulation/category/761)* for recognised and permitted Helmet Standards, Labels and expiry dates. Additionally, the use of Helmets meeting Snell SA2020 Standard or SFI Spec 31.1/2010, 31.1/2015, 31.1/2020 is also permitted. A helmet meeting FIA Standard 8860-2010 or 8860-2018 is strongly recommended on any open bodied car running 6.00 seconds or quicker. A visor (if required) must be fully closed from the moment the car enters "full stage" until the run has been completed. All helmets must have the appropriate certification sticker affixed inside the helmet. See individual Class Requirements for additional requirements. It is recommended that all competitors have their helmets correctly fitted, according to their body weight and size (in accordance with the manufacturer's specifications). Structural modifications to helmet, shield or visor are prohibited. Cutting of helmet or helmet visor prohibited. Helmet must remain as manufactured, except for paint scheme/graphics and permitted non-structural driver modifications to helmet visor as set forth below. Taping or similar modifications to the helmet visor made by the driver that reduce the driver's field of vision, and are deemed safe by driver in

	the driver's judgment, is allowed at this time so long as the driver can demonstrate to technical inspectors that the purpose of the modification is to reduce distraction in the driver's field of vision. By using such a modification to the helmet visor, the driver acknowledges and agrees that the driver deems such modification safe in the driver's judgment consistent with the driver's obligations.
10.8	**NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM**
	A neck collar when required in the Class Regulations must be commercially produced and designated for racing. Two different types of collars are commercially available – a full 360° "donut" type or a pull-together "horseshoe" type. – see Class ~~Requirements~~ Regulations for the required type ~~specified~~. Modification according to manufacturer's recommendations, to fit helmet and driver's neck/shoulder spacing, permitted. Must be worn as per manufacturer's recommendations. Must meet SFI Spec 3.3 as per class regulations. When ~~using~~ a head and neck restraint device/system is required in the Class Regulations, at all times ~~that~~ the driver is in the race car, from the burn-out until the car is on the return road, the driver must properly utilize the head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1 and must display a valid label accordingly. A device that meets FIA Standard 8858-2002 or 8858-2010 is recommended. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and ~~it~~ must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If a SFI Spec 3.3 neck collar is required and the driver opts to use a head and neck restraint device/system instead, then a FIA Standard 8856-2000, 8856-2018 or SFI Spec 3.3 head sock/balaclava or SFI Spec 3.3 skirted helmet mandatory.
10.9	**OCCUPANTS**
	No more than one person is permitted in any car during any run, except one (1) co-driver permitted in 14-second and slower E.T. cars; co-driver must be a minimum of 16 years old. All occupants of push or tow-cars must be inside of car or pickup in a seated position while push or tow-car is in operation. Any time a car is started, whether in the pits, staging lanes, with self-starter, or anywhere else on the race facility, a competent driver must be in the driver~~s~~ seat unless coupler or driveline is removed. Non-compliance is grounds for exclusion.
10.10	**PROTECTIVE CLOTHING**
	Protective clothing requirements as stated are minimum requirements and drivers must meet all the protective clothing requirements for the vehicle driven; drivers are free to upgrade protective clothing. Each item of protective clothing must meet the required specifications. Each piece of protective clothing must be labelled as meeting the applicable FIA Standards or SFI Specification where required and must be in good condition. "Protective clothing" includes a driver suit (one-piece-suit or jacket and pants), head sock, gloves and footwear. Female Drivers must wear a flame retardant sports bra (if worn). If a FIA-Standard one-piece-suit is used, the use of fireproof underwear is required in order to meet the appropriate standard. The use of fireproof underwear is recommended with all other protective clothing. The use of nylon clothing is prohibited. The use of synthetic, non-flameproof materials in contact with the driver's skin is prohibited. If no specific protective clothing requirements are stated for a particular class, the minimum requirements are as follows: Full-length pants; long-sleeved shirt; gloves; closed footwear; and socks. No shorts. No bare legs. No bare torsos. No tank tops. No open-toe or open-heel shoes or sandals. All gloves must have a full layer of flame-retardant material inside the glove. Leather palm gloves without a full layer of flame-retardant material separating leather from driver's hand prohibited. An FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.3 head sock/balaclava or SFI spec. 3.3/5 skirted helmet is required whenever a neck collar is required but has been substituted with a head and neck restraint device. All jacket/pants or suits meeting SFI Specs 3.2A/15 or 3.2A/20 must be recertified every five (5) years. For unaltered full-bodied OEM car with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends such as E-85 or gasohol the protective clothing requirements are the same as those for gasoline. For any vehicle other than an unaltered full-bodied OEM vehicle with an unaltered fuel system using ethanol or methanol fuel blends in excess of 15% by volume such as E-85, requires the same protective clothing as is required for 100% alcohol and/or methanol fuelled cars. For ethanol or methanol fuel blends of 15% or less the Protective Equipment requirements are the same as those for gasoline. Drivers of all open-bodied cars must wear gloves meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3. Drivers of all open-bodied cars who do not use an SFI Spec 3.3 neck collar must use an SFI Spec 3.3/5 skirted helmet. When required, any head sock/balaclava meeting FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is highly recommended. **Protective Clothing Sportsman Classes:** **Junior Dragster:** Driver Suit meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.2A/1; footwear and gloves meeting FIA Standard 8856-2000; 8856-2018 or SFI spec 3.3A/1 mandatory. **Junior Funny Car:** Driver Suit meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.2A/5; footwear and gloves meeting FIA Standard 8856-2000; 8856-2018 or SFI spec 3.3A/1 mandatory. **Cars 12.00 seconds or slower:** Full-length pants, long-sleeved shirt; closed shoes and appropriate gloves required. **Cars 10.00 seconds or slower:** Driver Suit meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.2A/1 and gloves meeting FIA Standard 8856-2000; 8856-2018 or SFI spec 3.3A/1 mandatory. If the engine is supercharged/turbocharged or burning methanol: driver Suit meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.2A/5; gloves and footwear meeting FIA Standard 8856-2000; 8856-2018 or SFI spec 3.3/1 mandatory. **Cars 7.50 – 9.99 seconds or exceeding 217km/h:** Driver Suit meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.2A/5; gloves and footwear meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.3A/1 mandatory. Any open- or close-bodied car without an OEM or steel firewall, using nitrous oxide and/or a supercharger or turbocharger(s), or burning methanol, and any car with an automatic transmission in driver compartment (no floor covering the transmission): Driver suit meeting SFI Spec. 3.2A/15, gloves and footwear meeting FIA Standard 8856-2000; 8856-2018 or SFI spec 3.3/5 mandatory.

	A head sock/balaclava meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.3, or a skirted helmet meeting SFI Spec. 3.3/5 is mandatory on all cars. **Cars 6.00 – 7.49 seconds:** Driver Suit meeting SFI spec 3.2A/15, gloves and footwear meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.3A/5 mandatory. Any front-engine-car, without an OEM or steel firewall, using nitrous oxide and/or a supercharger or turbocharger(s), or burning methanol, and any car with an automatic transmission in driver compartment (no floor covering the transmission): Driver suit meeting SFI spec 3.2A/15, gloves and footwear meeting SFI Spec. 3.3/15 mandatory. A head sock/balaclava meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.3 or a skirted helmet meeting SFI Spec. 3.3/5 is mandatory on all cars. Any Funny Car or open-bodied front-engine-car using nitrous oxide and/or a supercharger or turbocharger(s): Driver suit meeting SFI Spec 3.2A/20, gloves and footwear meeting SFI Spec 3.3/20 mandatory. A head sock/balaclava meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3, or a skirted helmet meeting SFI Spec 3.3/5 is required on all cars. **Protective Clothing Pro Classes (PS-TMD-TMFC-FC-TF):** See specific class regulations for requirements. ~~For unaltered full-bodied OEM cars with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends such as E-85 or gasohol, the protective clothing requirements are the same as those for gasoline cars.~~ ~~"Protective clothing" includes a suit (one-piece suit or jacket and pants), head sock, gloves, boots or shoes and females must wear a sports bra (if worn). Suit/jacket and pants must each be labelled as meeting applicable SFI Specification or FIA standard where applicable.~~ ~~Drivers must meet all the protective clothing requirements stated under Class Requirements for the car driven.~~ ~~**See also Class Requirements.**~~ ~~The protective clothing requirements as stated are minimum requirements. Drivers are permitted to use upgrade protective clothing meeting a higher standard.~~ ~~Each item of protective clothing must meet applicable specifications. Each item must be properly labelled and in good condition.~~ . ~~All gloves must have a full layer of flame-retardant material inside the glove. Leather palm gloves without a full layer of flame-retardant material separating leather from driver's hand prohibited.~~ ~~An SFI 3.3, FIA Standard 8856-2000 or 8856-2018 head sock/balaclava or SFI 3.3 skirted helmet is required whenever a neck collar is required but has been substituted with a head and neck restraint device. See Class Requirements.~~ ~~If no specific protective clothing requirements are stated for a particular class, then the minimum requirements are as follows: full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No bare legs. No bare torsos. No tank tops. No open-toe or open-heel shoes or sandals.~~ ~~Nylon clothing prohibited. The use of synthetic, non-flameproof materials in contact with the driver's skin is not permitted.~~ ~~See Class Requirements.~~ ~~For cars other than an unaltered full-bodied OEM car with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends in excess of 15% by volume, the same protective clothing is required as for 100% ethanol and/or methanol fuelled cars.~~ ~~For ethanol or methanol and unleaded gasoline fuel blends of 15% by volume or less, the protective clothing requirements are the same as those for gasoline cars.~~ ~~See Class Requirements.~~ ~~Drivers in all open-bodied cars must wear full-face helmet, and SFI Spec 3.3 fire-resistant gloves, minimum.~~ ~~See General Requirements.~~ ~~Drivers of all open-bodied cars who do not use an SFI Spec 3.3 neck collar must use an SFI Spec 3.3 skirted helmet.~~ ~~See Class Requirements for protective clothing specifics.~~
10.11	**SEAT BELTS**
	All cars not required by Class Requirements to use FIA Standard 8853/98, 8853-2016, or SFI 16.1 or 16.5 driver restraint system must be equipped with an accepted quick-release type driver seat belt. Belts must be securely fastened to the frame, cross member, or reinforced mounting so that all fittings are in a direct line with the direction of pull. Seat belts may not be wrapped around lower frame rails. ~~Steel castings of the type recommended by FAA or U-bolt-type mounts are accepted.~~ If used for installation, flat steel plates must be a minimum of 6mm thickness and have rounded edges to prevent cutting seat belts. Under no circumstances can belts be installed with bolts through webbing. In all cars with fiberglass floors, a cross member of minimum 51x51x2mm (2"x2"x0.083") wall thickness square tubing must be installed between frame rails for proper driver~~'s~~ seat belt installation. All cars in competition requiring a roll bar or when a roll cage has been installed or as outlined by Class Requirements, require a ~~SFI 16.1~~ restraint system according to Chapter 10.5 in this section. ~~(See 10.5 DRIVER RESTRAINT SYSTEM).~~

11 – GENERAL	
11.1	**ADVERTISING AND OTHER MATERIAL / DISPLAYS**
	FIA reserves the right to regulate any advertising or other material appearing on any participant and on the body or any car or transporter participating in FIA events. Participants and cars may be excluded from competition and from event facilities if, in FIA's discretion, any advertising or other material displayed on a person, race or support car, or in a pit area or otherwise is not in the best interests of FIA and the sport of drag racing. Refer to articles 10.6, 10.7 and 16 ~~209 to 211~~ of the International Sporting Code.

SECTION 15 – RACE PROCEDURES

1.	**COMPETITION NUMBERS**
	All competitors are required to display a permanent competitor number at all FIA Drag Racing Championship events. Competitors must have a separate number for each category.
2.	**BURNOUTS**
	All pre-race burnouts are restricted to designated areas, using water only. If a competitor's car 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. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts. All safety pins (Fire Extinguisher / Parachutes) must be removed and all systems must be armed prior to the car entering the burnout area.
3.	**PRE-RACE PROCEDURES**
	Following the burnout and backup procedure (where applicable), all pre-race checks and procedures including (but not limited to): • lining up the car • securing the roof hatch • cleaning tyres • final adjustments of the engine and wheelie bars etc. must be completed **PRIOR** to the front wheels of the car breaking the Pre-Stage Beam and moving into stage. No crew member may touch the car or perform any function on the car once the Pre-Stage Beam has been broken. Any violation of this rule will result in disqualification and exclusion of this run.
4.	**STAGING**
	Once a car reaches the front of the staging lanes for a run, it must be fully prepared to fire and race. ~~Cars in TF, FC, PS, TMD, TMFC and PM categories,~~ Cars in any category except Junior Dragster & Junior Funny Car, once started and having moved into the burnout area, may not re-start their engines unless they can do so without external support (e.g. external batteries, crew support, etc.). In order to be a legitimate qualifier and/or race winner, a competitor's car must self-start (or be started by a crew member using a remote/removable starter device in accordance with the category regulations) and self-stage. This rule also applies to single runs. Staging must be completed under the cars own engine power. Push-starting or push-staging a car is prohibited. A single (suitably competent) crew member is permitted to guide the car into the staging area, but NOT beyond the Pre-Stage Beam. Crew members are **STRICTLY PROHIBITED** from breaking the staging beams with their feet when guiding a car into the staging area. Once the front wheels of the car break the Pre-Stage Beam, the use of any device, mechanical or electronic, that permits the competitor to ascertain the position of their car in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the position of the car. The practice referred to as "deep staging" (staging with the "pre-staged" light out) is prohibited in Super Street, Super Gas and Super Comp (permitted in all other categories). In dual deep-stage situation in the "Super" categories, both competitors will be disqualified - except in the final round of competition, in which case the two finalists will be rerun. When staging for any of the Super categories or ET Brackets, both competitors must have their pre-stage lights activated before either may advance into the stage beams. ~~However, if the first competitor has activated both the pre-stage and the stage beams and the second competitor chooses to go into both the pre-stage and the stage beams the official starter can declare it as a legal start.~~ THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGED TO STAGED POSITION. A reasonable amount of time will be permitted for a competitor to move their car into pre-stage. The time limit will be determined by the Auto start System and at the sole and absolute discretion of the Official Starter. Failure to stage upon the Starter's instructions is possible grounds for exclusion. After proper staging and receiving the Starter's signal to go, it is not permitted to re-stage for a second time. Any competitor leaving the starting line before the start system is activated, including competitors on a single run, will have their time disqualified for the run.
5.	**STARTING SYSTEM**
	The Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster, Top Methanol Funny Car, Pro Modified, Super Comp, Super Gas and Super Street categories utilize the three-amber "Pro Start" FIA Tree or handicap Tree. All amber lights are activated simultaneously, with a four-tenths of a second delay to green, except for the Super Street category, which has a five-tenths delay to green. The Competition Eliminator, ET-Bracket and Junior categories utilise a full tree-amber countdown with five-tenths delay between all lights.
6.	**QUALIFYING**
	To constitute an official qualifying attempt, all cars must self-start and self-stage. A competitor cannot drive more than one (1) car in the same category at the same event. For the Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster, Top Methanol Funny Car and Pro Modified categories of competition, an individual car cannot be used for multiple entry. Cars in those categories must remain in the same category entered, with one registered competitor for the duration of the event. All qualifiers in Pro Modified, Pro Stock, Top Methanol Dragster, Top Methanol Funny Car, Funny Car and Top Fuel must carry out a qualifying attempt to be placed into the eliminator competition. If conditions should curtail scheduled qualifying attempts and the field is under the specified field size in any Sportsman category, the Race director has the option of placing non-qualified entrants into the field. On a qualifying run, if a competitor properly starts, stages, and receives the starter's signal but breaks to the point that the run cannot be completed, a time of 28 seconds is issued and it is considered a valid qualifying run. Should more than one competitor break prior to completing a run and an insufficient number of open spots are available on the ladder, the order of insertion onto the ladder would begin with the competitor who made the qualifying attempt first. In the event of identical qualifying elapsed times (ET) in Pro Modified, Pro Stock, Top Methanol Dragster/Funny Car, Funny Car and Top Fuel categories, the competitor with the faster top speed, recorded on the qualifying runs in question, will be awarded the better qualifying position. If weather conditions or other event delays should disrupt the posted lane rotation for qualifying runs, the FIA Race Director has the option of reassigning lanes as necessary for remaining runs. In qualifying every effort will be made to see that each competitor has the opportunity to run in each lane. The Stewards of the event have the option of allowing the change of a competitor but only under the following conditions: 1) Replacement competitor must have proper credentials. 2) The original competitor is withdrawn from competition and cannot be reinstated.

	3) All previous event times are voided for the cars and competitors involved. 4) The replacement competitor must re-qualify during the normal schedule, as posted, for the event. No changes are permitted after qualifying has been completed. 5) Teams are limited to one replacement competitor action per event. The FIA Race Director has the option of allowing a competitor to utilize a replacement car, but only under the following conditions: 1) The original entered car is withdrawn from competition and cannot be reinstated. 2) Replacement car cannot have been utilized by any other competitor at the same event. 3) Replacement car must be fully certified and must pass technical inspection prior to continuation of competition. 4) The car must stay within original eliminator category and class entered. 5) Sportsman categories: All previous event times are voided for the cars and competitors involved. Changes must be made and competitor must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. PM, TMFC, TMD, PS, FC and TF: Competitor retains qualifying times and standings as posted while driving the original entered car. Replacement cars can be utilized during the course of any remaining qualifying sessions or for the start of elimination completion. Once eliminations are in progress, under normal scheduling, replacement cars are not permitted for subsequent rounds. 6) Check out runs for replacement cars are not available. 7) Teams are limited to one replacement car action per events. If a competitor, due to circumstances beyond his control, cannot make a valid qualifying run, the Stewards have the option, at their sole discretion, of placing that competitor onto the qualifying list following all other qualified competitors. If there is more than one competitor to be placed on the qualifying list, the order in the qualifying list will be determined by current Championship point standings. Such a situation can occur if there is an error in the timing system during a qualifying attempt, if the competitor is forced to abort the run due to another competitor losing control of his car in the other lane, or in the event of adverse weather conditions.
7.	**LADDERS**
	Category pairings are based upon established FIA “Ladder” charts. Qualifying elapsed times determine ladder positions. In Pro categories the FIA Pro ladders must be used. Once established, pairings are not changed unless the Stewards determine there is adequate justification for a change. In situations where fields are not fully filled, such as 14 cars entering for a 16-car field, a 14-car ladder would be utilized, not a 16-car ladder. Sportsman categories can either Pro or Sportsman ladders. The ladders can be found at: https://www.fia.com/regulation/category/101
8.	**SINGLE RUNS**
	In situations where a competitor is making a single run, he is considered the winner once he 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.
9.	**ALTERNATES**
	Once qualifying has been concluded and a ladder has been established, pairings will not be changed. However, should a qualified competitor be unable to make the first round of eliminations (not reach the burnout area), an alternate can be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non-qualifier the next available space and so on. When and if this happens is at the sole discretion of the FIA Race Director or the Clerk of the Course of the event. First round points and cash awards will be kept by the qualified competitor. The car must be on the racetrack premises at the time the first round commences. The awards paid to the original qualifier will be deducted from the cash awards paid to the alternates. If an alternate competitor is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.
10.	**LANE CHOICE**
	In the Top Fuel, Funny Car, Pro Stock, Top Methanol Funny Car, Top Methanol Dragster and Pro Modified categories, lane choice is determined by elapsed times. The competitor with the better qualifying ET gets first-round lane choice. In subsequent rounds, lane choice goes to the competitor with the lower ET in the previous round. If there is a tie to the thousandth of a second, the tie will be resolved by the fastest speed from the runs involved. If the speeds are also identical, the lane choice goes to the competitor who ran the time first. The FIA Race Director or the Clerk of the Course may determine the lane choice and may override the above. Lane choice is no subject for protest and/or appeal. In all other categories, competitors are to determine lane choice by a coin flip, or by random draw lane assignment.
11.	**EXCLUSION, SUSPENSION, DISQUALIFICATION**
	Crossing a boundary line during a run is prohibited. One of the rarities at an FIA event is the situation in which two cars are excluded during the same elimination race. In most cases, both offending competitors are excluded. Those situations include both competitor's crossing the boundary lines. Should a competitor receive a red-light, and the opposing competitor cross the lane boundary line, the latter infraction would prevail and the competitor committing the foul start would be reinstated. In determining lane boundary crossing violations, it is considered an exclusion when any portion of a tire completely crosses the painted line surface. In cases where both competitors cross the centerline or outside line, both competitors will be excluded. 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 as to cause contact with the guardrail, barrier, light fixtures, or crossing the center boundary lines – INCLUDING PAST THE FINISH LINE – the competitor will be excluded. Intentional crossing of boundary lines to leave track, to avoid an accident or avoid depositing debris on track is not grounds for exclusion. Should both competitors of a race leave before the start system is activated, the competitor leaving the start line first is excluded. If it not possible to determine which competitor left first, both competitor will be excluded. Additional grounds for exclusion, fines, suspensions, and/or expulsions are: 1) contact with guardrail, barriers, or any other track fixture (rubber cones when used are considered visual aids, not fixtures). 2) unsportsmanlike conduct, improper language, or conduct detrimental to racing. 3) any condition considered unsafe, unfair, or out of order. If a competitor is excluded during competition for any reason prior to the actual start of a race, he cannot be reinstated. 4) Any failure in timekeeping system causing incorrect timing will lead to the exclusion of the run. Any competitor and/or pit crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be excluded from the event. Such a condition is cause for suspension, fine and/or revocation of competition privileges. Notwithstanding any other provision of this Rulebook, participation in any program conducted by or in conjunction with FIA is conditioned upon being in good standing with FIA. Any person found guilty of drug-related offenses is subject to such disciplinary action as FIA shall determine

	appropriate in its sole and absolute discretion, including but not limited to immediate expulsion from FIA and a termination of his/her good standing. Such person may be immediately excluded from all FIA programs and may not be eligible for titles, prize money or other awards which have not already been bestowed, as shall be determined by FIA. Further, any annual awards which might be granted may be made contingent upon maintaining good standing with the FIA through the year following the annual award, if so determined by FIA. Further still, any person who shall be facing prosecution for a drug-related offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he/she shall not have been found guilty for such offenses during the year following the award of such prizes if so determined by FIA. Refer to FIA International Sporting Code, Articles 12, 13 and 14 regarding penalties, protests and appeals.
12.	**SCRUTINEERING / TECHNICAL INSPECTION**
	At a time and place and in a manner determined by the Technical Delegate, prior to racing activities all cars and competitor safety equipment must undergo a technical inspection. In addition, every car is subject to further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by the FIA Technical Delegate or the Stewards. By participating, the competitor certifies that • his or her car and personal protective equipment will remain in good condition and the same as stated on the Scrutineering check list throughout the entire event • the competitor will in fact use all safety and personal protective equipment noted on the Scrutineering check list and required by the Regulations • if anything changes from what is stated on the Scrutineering check list, the competitor will immediately notify the Technical Officials of the event. Falsifying a Scrutineering check list or not complying with the Regulations subjects' competitors to disqualification from the event and further disciplinary action determined by the Stewards. FIA Officials may at any time inspect, seal for inspection, download specific Vehicle data and/or tear down a participant's vehicle. Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by the Stewards. All determinations by Technical Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists Technical Officials with determining, in their judgment, eligibility for participation in an event. The technical inspection does not ensure that the car or any part thereof is safe. The technical inspection does not in any way change the fact that the competitor, the crewmembers, and the car owner are ultimately responsible for the safety and operation of the car and equipment. Under normal circumstances, to validate a run and if required by the Technical Officials, the car and competitor must be weighed with the competitor correctly seated in the driver's compartment. The competitor must be fully equipped with race suit, helmet, boots, gloves, HANS/FHR device and any other safety equipment as dictated by the category regulations. Helmet and safety clothing may be removed from the competitor but must be located within the cockpit of the car to form part of the total combined weight of competitor and car. The car must be presented for weighing in fully complete form, i.e. with parachutes intact and/or any parts or panels which may have been dislodged during a run. All non-car related objects such as mobile cooling fans or bottles of drinking water must be removed before weighing. Under exceptional[1] circumstances, e.g. if a competitor is competing in two different categories and needs to quickly return to the start line to drive a different car, it may be permissible (at the discretion of the FIA Technical Delegate) to weigh a car without the competitor present if the competitor has been weighed separately (on the official scales for the meeting) during the course of the meeting wearing the correct safety equipment for the category in question and the weight has been officially recorded. However, if the combined weight of the competitor and car (when weighed separately) are less than 15kg above the minimum required weight for the category, the car and competitor must be weighed together, with the competitor correctly seated in the car and fully equipped with all safety equipment as described above. [1]*Note: under **no** circumstances will the above exception apply to the Pro Stock category. Any competitor competing in the Pro Stock category must be correctly seated in the driver's compartment as described above when the car is presented for weighing following a run.* It is the discretion of the Technical Officials operating the scales as to whether or not to weigh a car after the competitor presents themselves at the scales. Under no circumstances may a competitor reject any technical inspection. Any competitor who runs quicker than any of his or her previous runs during the event in Pro Modified, Top Methanol Dragster, Top Methanol Funny Car, Pro Stock, Funny Car or Top Fuel, and fails to report to post-run inspection (scales or fuel check), will have their run excluded. The competitor is responsible for providing a fuel sample of minimum one (1) liter from the fuel system of the car (after completion of a run) and identifying fuel brand and type to scrutineering. The equipment and measuring devices used by Technical Officials shall be the standards that will determine a cars compliance with the regulations.
13.	**INTERNATIONAL RECORD PROCEDURES**
	The standard of excellence of performance in drag racing is the FIA International Record. These records are established under controlled conditions at authorized record events throughout the season. FIA's official International Records program is conducted at each of the FIA Championship events. Any team participating in an FIA Championship category which posts performances for elapsed time and speed that are quicker or faster than the existing FIA International Record for that Championship at any time during an FIA Championship event will be eligible for that FIA International Record. Each record run is made under close observation of starting procedures, running, finish, and timing. Each car is thoroughly inspected to determine its compliance with class ~~category~~ requirements, including weight, engine displacement, mechanical limitations, and fuel checks where necessary. In a sport where records play such a vital role, every effort is made to maintain their accuracy and validity. Elapsed-time records will be recorded and listed to the thousandth of a second. Speed records will be to the hundredth of a kilometer-per-hour. If two competitors tie for the elapsed time record to the thousandth of a second at the same event, the tie-breaker will be the fastest kilometers-per-hour reading for the run that established the record. In the event a tie still exists, the competitor accomplishing the record run earlier in the event will be awarded the record. If the record is tied at a later race, the record will stay with the competitor who set it first. Similarly, if two competitors tie for the speed mark, the tie-breaker will be the quickest elapsed time on the run that established the new FIA International Record. All FIA Championship categories may set speed marks independent of elapsed time record; records may be set until the competitor is eliminated from further competition. Only the competitor holding the record at the conclusion of the event will be credited with the record. A competitor setting and then losing a record at the same event will not receive credit for establishing a record.

14. TIMING EQUIPMENT

A full electronic timing system is required, incorporating a handicap facility, individual Elapsed Time and Terminal Speed details for each lane, accurate to 0.001 second and 0,01km/h respectively.
A full "Christmas Tree" starting system should be used, with three amber lights.

a) Christmas Tree
   * Distance from Guard Beam to tree: 1220cm *(40')*
   * Height of tree: 2410mm *(95")* from ground to center of pre-stage or 2130mm *(84")* to center of top Amber (standard tree) or 2210mm *(87")* to center of top Amber (Compulink Blues LED tree).

   Note: tree distance/height may need to vary somewhat due to established starting line 'groove' spacing from actual center of lane.

b) Pre-Stage Beam: Located 178mm *(7")* before the Stage Beam. Its only purpose is to show the competitor that the cars front wheel is approaching the Stage Beam.

c) Stage Beam: Located 340mm *(13⅜")* before the Guard Beam, it indicates that the car is in the correct position for the start. The Stage Light should activate when the leading edge of the cars front wheel breaks the Stage Beam. The Stage Beam also serves to start the ET timers as the wheel clears the beam, and activates the red "foul" light in the event of the wheel clearing that beam prior to the green light showing.

d) StageLOCK beam: Located on the Pre-Stage side of Stage at 57mm *(2¼")* from the Stage Beam. Since the StageLOCK beam utilizes the STAGE transmitter as its source, this gives approximately 25 to 32mm *(1 to 1¼")* of reverse hysteresis in the groove. If activated, the timekeeping system will turn the StageLOCK beam ON after all the Auto Start staging timing requirements have been met, 0.02 seconds before the Tree fires. This locks in a car that has been 'legally' staged during the cycle, but which may be causing the Stage beam to flicker slightly, and/or may rock backwards during the launch cycle. Forward motion and release of the Stage beam itself is not affected by the StageLOCK beam. This function is optional in timekeeping systems, and can be activated in FIA Championship events.

e) Guard Beam: Ensures that no car has an excessive amount of roll-out (movement required to leave the Stage Beam). If the Guard Beam is broken at the same time as the Stage Beam, and the starting sequence has been initiated, the timers and the red "foul" light will be activated if the green light is not showing.

f) Finish Line Beam: The Elapsed Time Beam is located at the Finish Line.

g) Speed Traps: These are located 20.12mtr *(66')* prior to and at the Finish Line in each lane.

h) Beam Heights: Ideally, light sources should be mounted as close as possible to the level of the track surface with the filament in the cars position. The roll-out at the Start Line should be equal for both lanes, and all beams should be parallel.

i) Auto Start System

   Auto Start system will automatically start the Tree at a random pace within a given window. Three programmable timing parameters per category are available to tune the start sequence to the type of cars running. The System will allow a car to "bump" into the Stage beam without the fear of an early or false start. After the STAGED condition is met, the programmable desired DELAY (the normal Starter "two count") is then activated. The System then adds a random 0.0 to 0.13 seconds to the sequence before firing the Tree, preventing a racer from guessing the Tree cycle. Note that the third parameter, a programmable TOTAL TIMEOUT timer, is also in effect. This timer starts when both cars have PRE-STAGED, and then one lane has STAGED. If the second car does not Stage, the tree will cycle in the selected (5 to 30 seconds) delay, enforcing a "no-burn-down" time limit.
   The Starter may STOP the sequence by simply turning the starter switch OFF (before the Tree activates). He also may OVERRIDE the sequence if one car does not Stage, or other conditions exist. Starter discretion may be used in this decision, thereby allowing the Starter ultimate control of the race.

   Typical Auto Start settings are as follows:

	Stage Minimum	Staged to Start	Total Variance	Total Time
TF/FC	0.5	0.3	0.8-0.93	7.0
PS	0.5	0.3	0.8-0.93	7.0
PM	0.5	0.3	0.8-0.93	7.0
TMD/TMFC	0.5	0.3	0.8-0.93	7.0
SPORTSMAN	0.6	1.1	1.7-1.83	10.0

1. Stage Minimum is the amount of time tire breaks the beam to begin Auto Start.
2. Staged to Start is the amount of time both cars are staged to begin Auto Start countdown.
3. Total + Variance is the combined total of both "Stage Minimum" and "Staged to Start" plus the variable from both stage beams lit to tree activation.
4. Total Timeout is the total time from both cars pre-staged and one car staged to the tree being cycled.

The Auto Start system shall be in use at FIA Championship events.

15.	Competition Index Control (CIC)

In attempt to control runaway Index situations in Competition Eliminator, CIC will be in effect at all events.
During Elimination's (not qualifying or time trials), any competitor undercutting their Index by more than 0.500seconds will have their Index adjusted by the excess of the 0.500seconds undercut for the following round of eliminations of the event.
During Elimination's, any competitor undercutting the class Index by more than 0.610seconds will cause the class Index to be permanently adjusted following the event as follows:

ET under Index	Adjustment of Index
0.610 - 0.619 seconds	0.01 seconds
0.620 - 0.629 seconds	0.02 seconds
0.630 - 0.639 seconds	0.03 seconds
0.640 - 0.649 seconds	0.04 seconds
0.650 - 0.709 seconds	0.05 seconds
0.710 - 0.719 seconds	0.06 seconds
0.720 - 0.729 seconds	0.07 seconds
0.730 - 0.739 seconds	0.08 seconds
0.740 - 0.749 seconds	0.09 seconds
> 0.750 seconds	0.10 seconds

In cases where two cars of the same class are paired, the race is conducted on a heads-up basis, regardless of any CIC considerations.

The current Competition Eliminator Indexes can be found at: https://www.fia.com/regulation/category/101