FEDERATION INTERNATIONALE DE L'AUTOMOBILE
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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 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 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 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 bulkhead constructed of at least 0.6mm steel or 0.8mm aluminium, completely sealed to prevent any fuel from entering the driver 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 are 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. 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.
The use of environmental friendly fuels such as Alkylate fuel is permitted and recommended.

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 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

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. 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. 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) 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. All 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 require 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)* (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 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. <u>DRIVESHAFT LOOP DEFINITION:</u> 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) <u>DRIVESHAFT TUBE DEFINITION:</u> 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 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 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 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, Junior Dragsters and Junior Funny Cars 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.
2.14	**TRANSMISSION, AUTOMATIC / FIA ACCEPTED**
	Any non-OEM 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.). 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. 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. 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 320km/h or faster, 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. On any car supercharged, turbocharged or using Nitrous Oxide and running quicker 7.50 seconds, and 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. 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 helmet ~~head~~, extend in height at least 75mm above the driver's helmet with driver in normal driving position or be within 25mm of the roof/headliner in the area above the driver's helmet, and be at least as wide as the driver's shoulders or within 25mm of the vehicle structure ~~driver 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 material, diameter and wall thickness as the roll-bar main hoop and intersect with the roll-bar at a point not more than 127mm below ~~from~~ the top of the roll-bar. The cross bar, side bar and the rear braces must be welded to the main hoop but might be removable utilising FIA homologated dismountable joints. The sidebar must be located ~~included~~ on the driver side. The side bar must pass the driver at a point midway between the shoulder and elbow. The use of a swing out side bar is permitted. All roll-bars must have in their construction, a cross bar for seat bracing and as the shoulder harness attachment point. The cross bar must be installed no more than 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 152x152x3mm 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 3mm reinforcing plates, with plates welded completely. Also the roll-bar may be welded to frame connectors that are fully welded in place and are 41x3mm MS or 2mm CM/Docol R8 round and/or 51x51x1.5mm MS or CM/Docol R8 rectangular. Mounting the roll-bar to the frame or unibody according to 2020 Appendix J Art. 253.8.3.2.6 also permitted. All 4130 chrome moly or Docol R8 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. Padding must meet FIA Standard 8857-2001 or SFI Spec 45.1. 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. <u>Open Bodied cars (see Drawings 13, 14, 15 or 16)</u>: 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 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. <u>Full Bodied cars (see Drawing 17):</u> 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. Mounting the roll-cage to the frame or unibody according to 2020 Appendix J Art. 253.8.3.2.6 is also permitted. 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.

	All roll-cage types on cars without rear suspension: There must be a minimum of 51mm of clearance between the top of the driver's helmet and the bottom of the actual roll cage tubing material. All roll-cage types on cars with rear suspension: There must be a minimum of 25mm of clearance between the top of the driver's helmet and the bottom of the actual roll cage tubing material. 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 3mm 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 929cm^2 *(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 every three years 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 2286mm, 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. 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	SEATS
	The driver seat of any car in competition must be constructed, braced and mounted so that it will give full back and shoulder support. The driver 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 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. 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 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). 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 wing 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 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 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. 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. 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.
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.
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. 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 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 Steward. 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 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. 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. 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
	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 Regulations for the required type. 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 a head and neck restraint device/system is required in the Class Regulations, at all times 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 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 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 (PM-TMD-TMFC-PS-FC-TF):** See specific class regulations for requirements.
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. 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 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 restraint system according to Chapter 10.5 in this section.
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 of the International Sporting Code.