



2026

## 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.

The use of the masculine gender has been adopted to facilitate reading and has no discriminatory intent.

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 certain specifications, 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 vehicles, parts, and/or equipment will not be considered approved by reason of having passed through technical inspection/scrutineering at any time, or any number of times. Moreover, having passed through technical inspection/scrutineering at any time, or any number of times, is not a defence to a violation found on further inspection.

## SECTION 1 – JUNIOR DRAGSTER & JUNIOR FUNNY CAR

### DESIGNATION

#### Junior Modified Advanced

JM/A, preceded by vehicle number.

#### Age restrictions:

Drivers age must be between 12 years (*reaching their 12<sup>th</sup> birthday during the calendar year*) and 18 years old (*reaching their 18<sup>th</sup> birthday during the calendar year*). Dial in restricted to minimum 7.90 seconds based on E.T. dial your own or heads up basis; break out rules apply.

### CLASS WEIGHT BREAKS

Minimum weight (without driver or drivers apparel/safety equipment) is 102kg.

### SPECIFIC CLASS REGULATIONS

In qualifying a driver has to stage and receive a reaction time to count as a qualifying run.

If a driver runs below the restricted dial in time the qualifying run will be disallowed. A driver running quicker than 0.2 seconds under the minimum dial in E.T. for their class, at any time during an event, will receive one warning. If the same racer runs quicker than 0.2 seconds under the minimum dial in E.T. for their class again at the same event, then he or she will be excluded from the event.

A driver running quicker than 0.4 seconds under the minimum dial in E.T. for their class or exceeding 137km/h at any time during an event will be immediately excluded from that event.

The above penalties will be imposed regardless of whether the infraction(s) occur during qualifying or eliminations.

If a driver has no previous experience in Junior Drag Racing he or she must successfully demonstrate driving proficiency prior to competition.

Chapter	REQUIREMENTS AND SPECIFICATIONS
<b>1 – ENGINE</b>	
<b>1.2</b>	<b>ENGINE</b>
	All vehicles restricted to a maximum of one rear-mounted, one (1) or two (2) cylinder internal combustion engine. Maximum permitted engine displacement 500cm <sup>3</sup> , maximum engine weight 40kg. Maximum 914mm Engine height, measured from the ground to the top of cylinder head on Roadster type vehicles mandatory.
<b>1.2.1</b>	<b>CAMSHAFT</b>
	Any camshaft permitted; any size valve, but must retain stock valve guide location. Any valve spring permitted.
<b>1.3</b>	<b>EXHAUST SYSTEM</b>
	The exhaust outlet must be directed to the rear or downward, away from driver and engine. Regardless of design, no part of the exhaust may extend more than 680mm past the exhaust attachment point on the rear of the engine block. Noise restrictions apply. The use of a Silencer is recommended. A 110 db noise limit will be enforced.
<b>1.5</b>	<b>FUEL SYSTEM</b>
	Any naturally aspirated carburettor permitted. Fuel injection prohibited. Auxiliary vacuum fuel pump permitted; must be pulsed from manifold only. Pressurised fuel systems prohibited. Fuel tank must be located behind driver below the shoulder hoop of the roll cage and be securely mounted. The maximum capacity of the fuel tank or cell is 3.8 ltr. Fuel tank/cell must be equipped with a screw-on or positive locking cap. All vents must be routed downward and away from driver. Open hole(s) in fuel tank/cell prohibited.
<b>1.6</b>	<b>FUEL</b>
	The Fuel used is restricted to unleaded gasoline, methanol or gasohol. The use of Nitrous oxide and/or propylene oxide and/or nitromethane is prohibited.

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

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

7 – BODY	
7.1	<b>AIRFOIL / WINGS</b>
	A positive locking device to prevent movement is mandatory. No part may come in contact with tire or wheel at any time. Spring-loaded spoilers, wing or canards prohibited. Adjustment of air foils, wings or spoilers during run prohibited. Ball lock pins prohibited. Wings must be bolted to frame structure. Wing supports may not be mounted closer than 305mm behind roll cage. Pit pin attachment prohibited.
7.1.2	<b>BODY-DRAGSTER</b>
	Body and cowl must be constructed of aluminium, fibreglass or carbon fibre and extend forward to foot- box bulkhead. Driver compartment, frame structure, roll cage and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface. Body may not cover top of engine, wheels or tires. Front overhang not to exceed 380mm measured from centreline of front spindle to forward most point of <b>vehicle</b> . Body must be of accepted dragster style/design. For Junior Funny-Car Body see Chapter 7.1.2 Only OEM Style mirrors, mounted in the conventional fashion permitted. Cover or canopy over cockpit prohibited.
7.1.2	<b>BODY-FUNNY-CAR</b>
	Funny-Car bodies are acceptable provided the design has been approved by the FIA Technical Department prior to competition. Junior Dragster construction regulations will apply. Covering the underside of the body with an SFI Spec 54.1 flame retardant covering or coating is recommended. Maximum front overhang 635mm, Minimum height (roof line) 889mm, Maximum height (roof line) 1016mm, Minimum roof hatch opening 254x381mm.
7.1.3	<b>ESCAPE HATCH</b>
	Mandatory on all Funny-Cars. See General Regulations 7.1.3
7.1.4	<b>CENTER STEER ROADSTER</b>
	TRD Supra Jr. roadster is approved for competition. Maximum body width not to exceed 889mm. Front overhang not to exceed 660mm, measured from centerline of front spindle to forwardmost point of <b>vehicle</b> . Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface. Any portion of the body side panels that extend upward into the driver's line of sight must be clear and permit an unobstructed horizontal view for a minimum of 180 degrees. Body may not cover top of engine, wheels, or tires. Only FIA accepted body styles permitted Only OEM-style mirrors, mounted in the conventional fashion, permitted. Cover or canopy over cockpit prohibited. Outside rear tire to outside rear tire minimum width to be 787mm. Outside rear tire to outside rear tire maximum width not to exceed the overall width of the TRD Supra roadster rear wheel wells/body. All center steer roadster roll cage and chassis construction must meet the minimum requirements for JR. chassis as listed in the Jr. Drag Racing Regulations. Roll cage height may not exceed 18 inches as measured from the top of shoulder hoop the top of the roll cage. The driver's area must have full floor constructed from .024 steel, .032 aluminum or carbon fiber and extend from the driver's seat to the bulkhead. Left and right-side vertical intrusion panels mandatory for the length of the driver's compartment constructed from 0.6mm steel, 0.8mm aluminum or carbon fiber. Primary support of rear axle mandatory. Secondary axle support must be within 305mm of rear wheel hubs. Secondary axle support may not be required if primary support is within 305mm of rear wheel hubs.
7.1.5	<b>SIDE STEER ROADSTER</b>
	The Next Level C7 Corvette Jr. roadster is approved for competition. Maximum body width not to exceed 1270mm. Front overhang not to exceed 660mm, measured from centerline of front spindle to forwardmost point of <b>vehicle</b> . Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface. Any portion of the body side panels that extend upward into the driver's line of sight must be clear and permit an unobstructed horizontal view for a minimum of 180 degrees. Body may not cover top of engine, wheels, or tires. Only FIA accepted body styles permitted. Only OEM-style mirrors, mounted in the conventional fashion, permitted. Cover or canopy over cockpit prohibited. Minimum front tire track width 914mm. Outside rear tire to outside rear tire minimum width 1118mm. Outside rear tire to outside rear tire maximum width not to exceed the overall width of the FIA accepted C7 roadster rear wheel wells/body. All side steer roadster roll cage and chassis construction must meet the minimum requirements for JR. chassis as listed in the Jr. Drag Racing League rules section of the NHRA rulebook. Roll cage height may not exceed 457mm as measured from the top of shoulder hoop to the top of the roll cage. The driver's area must have full floor constructed from 0.6mm steel, 0.8mm aluminum or carbon fiber and extend from the driver's seat to the bulkhead. Left and right-side vertical intrusion panels mandatory for the length of the driver's compartment constructed from 0.6mm steel, 0.8mm aluminum or carbon fiber. Primary support of rear axle mandatory. Secondary axle support must be within 305mm of rear wheel hubs. Secondary axle support may not be required if primary support is within 305mm of rear wheel hubs.
7.5	<b>FLOOR</b>
	Full floor, mounted on top of lower frame rail cross braces, extending from the driver seat forward to foot box bulkhead mandatory. Floor must be aluminium, steel, fibreglass or carbon fibre. Magnesium prohibited.
7.7	<b>WINDSCREEN / WINDOWS</b>
	All <b>vehicles</b> must be equipped with a wind screen or deflector. Driver must be able to see 90° in each direction from vehicle's centerline. See General Regulations 7.7. <u>Additional regulations for Junior Funny-Car:</u> Windshield mandatory. Side windows optional. Rear window and quarter windows (if stock equipped) must be defined by actual route line in body and painted (or decaled) to simulate glass. Side windows must have a minimum 152mm diameter opening adjacent to driver. See General Regulations 7.8.
8 – ELECTRICAL	
8.1	<b>BATTERIES</b>
	Wet or Dry Cell battery permitted. Maximum permitted weight is 2.5kg. The battery must be securely mounted outside the driver compartment but inside the frame rails. See General Regulations 8.1.
8.3	<b>IGNITION SYSTEM</b>
	The use of Magneto- or battery ignition systems is permitted. Original magnetosystem and coil permitted. All igniton systems must be installed as per manufacturers instructions. Approved battery ignition systems: • MSD system kit 41500 and 41510 and • MSD 42231 may only use "high-side chip", "low-side chip" must be zero (0). Approved coils for battery ignition systems: • MSD 42921, 8232 and • Master Blaster Model 2 or 3

8.3.1	<b>IGNITION CIRCUIT BREAKER</b>
	A positive circuit breaker, located within easy reach of driver, mandatory. Circuit breaker switch must be a "maintained contact" (no "momentary contact" permitted) and must be clearly labelled "ON" and "OFF". A second circuit breaker switch, located on the deflector plate 75mm or less from the top of the roll cage, within easy reach of crew members or race official's mandatory. Second circuit breaker switch may not come in to contact with driver. All connections must use eyelet and screw type connections. Push on type connectors prohibited. A cable tie, minimum 150mm long must be attached to the spark plug wire within 25mm of the spark plug connector.
8.4	<b>MASTER CUT OFF</b>
	All magneto ignition systems must be equipped with an manual kill switch operational by the Driver.
8.5	<b>STARTER</b>
	Pull rope or remote starter mandatory. Any starting system activated or operated by the driver prohibited.
8.6	<b>TAIL LIGHTS</b>
	Mandatory. See General Regulations 8.6.
8.7	<b>SWITCHES / BUTTONS</b>
	A total of two (2) switches/buttons permitted inside the driver compartment. One of these switches/buttons must be the ignition circuit breaker cut-off. A mechanical kill switch operated from the cockpit is permitted.
<b>9 – SUPPORT GROUP</b>	
9.1	<b>COMPUTER</b>
	Computers prohibited. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Display or transmission of any data gathered or processed, to the driver or any remote location, is prohibited. See General Regulations 9.1, 9.2 and 9.11.
9.2	<b>DATA RECORDER</b>
	Permitted. See General Regulations 9.2.
9.2.1	<b>GAUGES</b>
	Tachometer, engine-temperature, and cylinder-head-temperature gauges permitted. All other gauges or indicators prohibited. Playback-type gauge(s) permitted. Download capabilities (other than stand-alone tachometers) classify unit as a data recorder, and it must be located outside driver compartment (see Data Recorders, Chapter 9.2). Analog or digital display permitted. Gauges (display) may not be mounted on steering wheel. Speedometer and/or rpm/shift light of any description prohibited.
9.2.2	<b>ELECTRONIC CONTROLS</b>
	Prohibited. Electronic controls may in no way affect any functions (i.e. clutch, throttle, brakes, etc.). All controls must be a function of the driver.
9.2.3	<b>REVELUTION-LIMITER</b>
	Prohibited. The use of these devices as a down-track rpm (speed) controller is prohibited. See General Regulations 8.3.
9.2.4	<b>STAGING AIDS / DEVICES</b>
	Mechanical, hydraulic, electric, pneumatic and similar devices to aid staging the <b>vehicle</b> prohibited. Push-staging any <b>vehicle</b> is prohibited. Staging must be done under the vehicle's own power.
9.6	<b>LIFTING DEVICES</b>
	Any form of mechanical, hydraulic, or other leverage-type device for raising a <b>vehicle</b> 's driving wheels off the starting-line surface is prohibited.
9.12	<b>TOWING</b>
	Anytime a Jr. Dragster or Jr. Funny-Car is being towed, the driver must be seated in the driver seat. No passengers. No full-size tow vehicles permitted. A fluorescent or brightly coloured flag, attached to Jr. Dragster or Jr. Funny-Car anytime a <b>vehicle</b> is towed, mandatory. Minimum height above ground when attached is 1.5 mtr. A Jr. Dragster or Jr. Funny-Car may not be pushed by any motorized vehicle. A Jr. Dragster or Jr. Funny-Car may be towed with a front-end dolly as long as the front end is secured and the front wheels are elevated off the ground. A driver is not required in the cockpit when a dolly is used. A maximum of two Dragsters can be towed in a side-by-side configuration. One <b>vehicle</b> may be towed on a front-end dolly and another in tandem with a strap. When using a tow strap, it cannot be attached to the roll cage, and the driver must be seated in the cockpit. Junior Funny-Cars must be towable when body is "down". A total of two <b>vehicles</b> can be towed in tandem with a strap; no <b>vehicles</b> can be towed side by side using a tow strap. When a driver is required in the cockpit, he or she must be in the driving position, not sitting on the roll cage or standing up. A Jr. Dragster or Jr. Funny-Car is not permitted to be under power outside of designated racing areas at any time. Driving of a Jr. Dragster or Jr. Funny-Car in the pit area is strictly prohibited and will subject participant to disciplinary action in the sole and absolute discretion of the Stewards.
9.13	<b>TWO-WAY RADIO COMMUNICATION</b>
	Prohibited. Any communication to and/or from the driver or any telemetry signals between driver/vehicle and/or any remote location prohibited. Use of two-way communication by driver and/or any crewmember to any remote location prohibited. Use of headset or handheld radios by crewmembers in the starting-line area is prohibited. The use of any portable or handheld electronic devices (e.g., iPods, MP3 players) prohibited in staging lanes or on the racetrack.
9.14	<b>WARM-UP</b>
	<b>Vehicle</b> must be off ground and have a licensed junior dragster driver seated in the cockpit any time the engine is running, unless the Driveline is disconnected.



10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING I, APPENDIX L	
<b>10.1</b>	<b>APPAREL</b>
	See General Regulations 10.1.
<b>10.2</b>	<b>APPEARANCE</b>
	See General Regulations 10.2.
<b>10.3</b>	<b>ARM RESTRAINTS</b>
	Mandatory. Must be worn and adjusted in such a manner that driver's hands and- or arms cannot be extended outside of roll cage and/or frame rails. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.
<b>10.4</b>	<b>LICENSE</b>
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853-2016 or SFI Spec 16.1, 16.2 installed according to manufacturer instructions mandatory. All restraints must be supplied with a maker label showing the Date of manufacture. All seat- belt and shoulder-harness installations must be mutually compatible and originally designed to be used with each other. Only units that release all five attachment points in one motion are permitted. All harness sections must be mounted to the frame, cross member or a reinforced mounting and installed to limit driver's body travel both upward and forward. Where belts are wrapped around the frame members, they must be secured from sliding along the axis of the tube/frame member either by a tab or additional tubing. Wrapping of belts around lower frame rail prohibited. Under no circumstances are bolts inserted through webbing permitted for mounting.
<b>10.7</b>	<b>HELMET</b>
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. Taping or other modification to the helmet or visor that reduces the driver's field of vision is prohibited in Junior Drag Racing. The use of a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 or SFI Spec 3.3 or an Eject Helmet Removal System (Part # SDR 890-01-30) is recommended. In addition, any balaclava meeting the FIA Standard 8856-2018, that is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed is recommended.
<b>10.8</b>	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a head and neck restraint device/system is mandatory. The device/system must display a valid label. See General Regulations 10.8
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	See General Regulations 10.10.

## SECTION 2 – ET-BRACKET

## ET HANDICAP RACING

## STOCK-BODY VEHICLES, ALTERED-BODY VEHICLES, FUNNY-CARS AND DRAGSTER

## GENERAL DESCRIPTION

Each racetrack has the option of substituting its own selection of class titles. Since quarter-mile (402.336 m) elapsed times would not apply for eighth-mile (201.168 m) racing, a style of competition common to ET Handicap Racing, some pertinent quarter-mile elapsed times are converted to eighth-mile figures: 6.00=\*3.66; 7.50=\*4.50; 8.00=\*5.00; 9.00=\*5.70; 9.90=\*6.30; 10.00=\*6.40; 11.00=\*7.00; 11.50=\*7.36; 12.00=\*7.50; 13.50=\*8.26 and 14.00=\*8.60.

**NOTE:** Asterisk (\*) indicates eighth-mile (201.168 m) equivalent.

Data recorders are permitted in Super Pro and Advanced ET only. Data recorders of any kind (except for "playback" type tachometers) are prohibited in all other E.T. classes. Computers (except for OEM) are prohibited in all E.T. classes.

The legality of certain devices (i.e., throttle stops, delay devices, etc.) may vary between countries or organizations. Racers are advised to contact the respective ASN or organizer for regulations within that country.

Timed vehicle-control devices (counters, time displays, etc.) except as outlined under Class Requirements, are prohibited. Display or transmission of track location, time/distance data, etc., prohibited.

## SECTION 2A – ET-BRACKET

## Street ET – Sportsman ET – Pro ET – Super Pro ET 7.50 (\*4.50) Seconds or Slower

## DESIGNATION

Each racetrack has the option of substituting its own selection of class titles and ET breaks.

Any **vehicle** running faster than 217km/h must meet the minimum requirements for 9.99 second **vehicles** including driver credentials and personal safety equipment. References in this section identify performance limits for various equipment and safety applications.

Chapter	REQUIREMENTS AND SPECIFICATIONS
1 – ENGINE	
<b>1.2</b>	<b>ENGINE</b>
	Only one internal-combustion automotive-type, one motorcycle or one snowmobile engine permitted. Motorcycle or snowmobile powered <b>vehicles</b> without reverse may not burnout across starting line. Harmonic balancer meeting SFI spec 18.1 or steel billet one-piece harmonic balancer mandatory in any <b>vehicle</b> running 10.99 seconds or quicker. Crankshaft centerline must not exceed 610mm from ground in any class, except trucks. Maximum crankshaft centerline height for trucks running 12 seconds and slower is 914mm; Maximum crankshaft centerline height for trucks running 9.99 seconds and quicker is 787mm. See General Regulations 1.2.
<b>1.3</b>	<b>EXHAUST SYSTEM</b>
	Competition exhaust permitted. Exhaust must be directed out of <b>vehicle</b> to rear, away from driver and fuel tank. See General Regulations 1.3.
<b>1.5</b>	<b>FUEL SYSTEM</b>
	Aftermarket fuel tank or fuel cell recommended. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least 0.6mm steel or 0.8mm aluminium to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within the confines of the body. Fuel distribution blocks may not be mounted on the engine fire wall. See General Regulations 1.5.
<b>1.5.1</b>	<b>INDUCTION</b>
	Any induction permitted. Electronic fuel injection may monitor only engine functions, does not monitor vehicle speed, wheel speed, etc. Open-loop systems permitted on production <b>vehicles</b> as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be accepted by an ASN Scrutineer. Aftermarket water-methanol injection systems permitted, maximum methanol containment in mixture is 50%. Must be installed and used as per manufacturer's instructions. Tank, pump, lines, etc. may not be mounted inside the driver compartment. When the injection system is located inside trunk, a complete bulkhead of at least 0.6mm steel or 0.8mm aluminium is required to isolate the driver compartment from trunk.
<b>1.6</b>	<b>FUEL</b>
	Unleaded gasoline, methanol, gasohol, ethanol and diesel permitted. Nitromethane prohibited. See General Regulations 1.6
<b>1.6.1</b>	<b>NITROUS OXIDE</b>
	Commercially available nitrous oxide permitted, including supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. Bottle(s) must be stamped with a CE or DOT-1800 pound (124 bar) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1.6.
<b>1.7</b>	<b>LIQUID OVERFLOW</b>
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.

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



3.4	<b>SUSPENSION, ALTEREDS, DRAGSTERS</b>
	Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung wheel. Suspension optional on <b>vehicles</b> weighing 1066kg or less with a minimum 3050mm wheelbase. See General Regulations 3.2, 3.4 and 3.5.
3.5	<b>TRACTION BARS</b>
	Permitted. See General Regulations 3.5.
3.6	<b>WHEELIE BAR</b>
	Permitted. See General Regulations 3.6.
<b>4 – FRAME</b>	
4.2	<b>BALLAST</b>
	Permitted. See General Regulations 4.2.
4.3	<b>DEFLECTOR PLATE</b>
	Mandatory on all rear-engine <b>vehicles</b> to protect driver and fuel tank. See General Regulations 4.3.
4.4	<b>FRAME</b>
	See General Regulations 4.4.
4.4.1	<b>TOW-STRAP HOOP</b>
	Mandatory on all Funny-Cars. See General Regulations 4.4.1.
4.5	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.
4.8	<b>PARACHUTE</b>
	Mandatory on any <b>vehicle</b> with a top speed in excess of 240km/h. Two Parachutes mandatory on any <b>vehicle</b> with a top speed in excess of 320km/h. If Parachutes are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.10	<b>ROLL-BAR</b>
	Roll-bar mandatory in all <b>vehicles</b> * (including T-tops) running 10.00 seconds to 11.99 seconds, and convertibles running 11.00 seconds to 13.99 seconds. Permitted in all <b>vehicles</b> . T-top hatches must be in place when <b>vehicle</b> is on track. T-top hatches, sunroofs etc. made from glass prohibited on <b>vehicles</b> running 10.99 seconds and quicker, can be replaced with fibreglass, carbon fibre or metal. Roll-bar must be certified by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-bar before participation. See General Regulations 4.10 and 10.6. *Stock bodied (i.e. completely standard closed full body) production <b>vehicles</b> manufactured after 01/01/2010, running no quicker than 10 seconds, having no modifications other than modified exhaust, air intake filter systems and/or re-mapped ECU may participate without a roll bar.
4.11	<b>ROLL-CAGE / CHASSIS, <b>VEHICLES</b> RUNNING 8.50 – 9.99 SECONDS</b>
	Roll-cage mandatory in <b>vehicles</b> running 9.99 to 8.50 seconds and in convertibles running 10.99 seconds or quicker, or any <b>vehicle</b> exceeding 217km/h. <u>Exception:</u> All Full-Bodied Cars, with unaltered firewall, floor and body (from firewall rearward, wheel tubs permitted), running between 10.00 and 10.99 seconds roll bar permitted. Chassis of <b>vehicles</b> running between 8.50 and 9.99 seconds must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. The chassis must conform to the specs for the body style used and have a serialised sticker affixed to frame before participation. See General Regulations 4.4, 4.11 and 10.6.
4.11	<b>ROLL-CAGE / CHASSIS, <b>VEHICLES</b> RUNNING 7.50 - 8.49 SECONDS</b>
	Full-Bodied Cars: SFI Spec <b>25.1E, 25.2E</b> , 25.4D, 25.5E or 25.6A Funny-Car and Altered: SFI Spec 10.1E or 10.3B Rear Engine Dragster: SFI Spec 2.7E Front Engine Dragster: SFI Spec 2.6C Side Steer Roadster: SFI Spec 10.4B See <a href="http://www.sfifoundation.com">www.sfifoundation.com</a> for further information on chassis specification. Each chassis must be certified by an SFI approved chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See General Regulations 4.4; 4.11 and 10.6.
4.11.1	<b>ROLL-CAGE PADDING</b>
	Mandatory on any <b>vehicle</b> utilizing a Roll-bar or Roll-cage. See General Regulations 4.11.1 and 10.6.
4.12	<b>WHEELBASE</b>
	Minimum 2286mm, unless <b>vehicle</b> has original engine in original location. Max. wheelbase variation from left to right: 25mm (Dragster 51mm). Minimum front tread width: 660mm on any Dragster. See General Regulations 4.12.

5 – TIRES AND WHEELS	
5.1	<b>TIRES</b>
	Racing slicks permitted. Minimum diameter of 13" (330mm) on front tires of any dragster. See General Regulations 5.1.
5.2	<b>WHEELS</b>
	Must be automotive-type wheels. Minimum wheel size: 13" (330mm) (unless originally equipped with smaller wheels and <b>vehicle</b> is equipped with original engine). Automotive-type wire wheels or motorcycle wheels permitted on front axle only on a Dragster weighing 817kg maximum. See General Regulations 5.2.
6 – INTERIOR	
6.1	<b>DRIVER COMPARTMENT</b>
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place: <u>Dragster, Open-bodied <b>vehicle</b> and Funny-Car:</u> - to escape out of the <b>vehicle</b> in maximum 9 seconds. <u>All Full-Bodied Cars:</u> - to escape out of the <b>vehicle</b> in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.
6.2	<b>DRIVER SEAT</b>
	Mandatory. See General Regulations 6.2.
6.2.1	<b>UPHOLSTERY</b>
	See General Regulations 6.2.1.
6.2.2	<b>INTERIOR SHEETING</b>
	Driver compartment interior must be aluminium, steel, ASN-accepted carbon fibre, or fiberglass. Magnesium prohibited. See General Regulations 6.2.2.
6.3	<b>WINDOW NET</b>
	Mandatory when roll cage is required. Window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory. See General Regulations 6.3.
7 – BODY	
7.1	<b>AIRFOIL, ALTEREDS, DRAGSTERS</b>
	A positive-locking device mandatory on all air foils. Side-mount canard-type wings permitted. No part of wing may be within 152mm of a tire. Front overhang may not project more than 762mm forward of front spindle. See General Regulations 7.1.
7.1	<b>AIRFOIL, BODIED VEHICLES</b>
	Non-OEM air foils permitted, must be permanently attached to frame or roll cage, and non-adjustable during run. See General Regulations 7.1.
7.1.2	<b>BODY, ALTERED-BODY VEHICLES</b>
	May be chopped, channelled, sectioned, streamlined, etc. Sedan delivery, 1-ton max, trucks or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.
7.1.2	<b>BODY, DRAGSTERS</b>
	Body and cowl must be constructed of metal, fiberglass, or composite material and extend forward to firewall. Driver compartment must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface should an incident occur. Subflooring independent of <b>vehicle</b> body is mandatory in Dragsters which allow driver's legs to rest on belly pan or chassis. On front-engine <b>vehicles</b> , intake scoop may not extend more than 279mm above height of carburetor top. Front wheel fairings prohibited.
7.1.2	<b>BODY, STOCK-BODIED VEHICLES</b>
	Must have full top and windshield. All Full-Bodied Cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance; altered fenders must have edges re-rolled or beaded.
7.1.3	<b>ESCAPE HATCH</b>
	Mandatory on all Funny-Cars. See General Regulations 7.1.3
7.4	<b>FIREWALL</b>
	Mandatory. See General Regulations 6.1 and 7.4.
7.5	<b>FLOOR</b>
	Mandatory. See General Regulations 6.1 and 7.5.
7.6	<b>HOOD</b>
	Mandatory on Full-Bodied Car, optional on altered <b>vehicle</b> . Carburetors must be covered by flash shield or scoop. Hood scoop permitted. Hood scoop may not extend more than 279mm above height of original hood surface. See General Regulations 7.6.
7.7	<b>WINDSHIELD, WINDOWS, ALTEREDS, DRAGSTERS</b>
	Optional. Windscreen mandatory. See General Regulations 7.7 and 7.8.
7.8	<b>WINDSHIELD, WINDOWS, STOCK-BODIED VEHICLES</b>
	Mandatory, must be in good condition and free from cracks. May be replaced with shatterproof material, 3mm minimum thickness. OEM windshield may not be cut for scoops, carb, etc. Windshield/window tint must meet the applicable government requirements. Windows must be closed during competition. Decals permitted on rear quarter and rear window only. Class identification and race number decals permitted on rear quarter windows, rear window and upper corner passenger side front windscreen. See General Regulations 7.8.

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

10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	<b>APPAREL</b>
	See General Regulations 10.1.
10.2	<b>APPEARANCE</b>
	See General Regulations 10.2.
10.3	<b>ARM RESTRAINTS</b>
	Mandatory in all open-bodied <b>vehicles</b> and Funny-Cars running 13.99 seconds or quicker. See General Regulations 6.3 and 10.3.
10.4	<b>LICENSE</b>
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	<b>DRIVER RESTRAINT SYSTEM</b>
	Quick release Seat belt with minimum three (3) attachment points mandatory in all <b>vehicles</b> . Minimum five (5)-point driver restraint system meeting FIA Standard 8853-2016 or SFI Spec 16.1; 16.5 or 16.6 mandatory in any <b>vehicle</b> running 11.99 or quicker, in convertibles running 13.99 or quicker, and Dune buggy type <b>vehicles</b> running 12.00 (*7.50) or slower. See General Regulations 10.5 and 10.11.
10.7	<b>HELMET</b>
	A helmet is mandatory in any <b>vehicle</b> running 13.99 seconds or quicker. The use of a helmet in slower <b>vehicles</b> is recommended. See General Regulations 10.7. for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	<b>NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a neck collar meeting SFI Spec 3.3. is mandatory in all <b>vehicles</b> running 10.00 seconds and slower. A head and neck restraint device/system may be used in lieu of a neck collar. The use of a head and neck restraint device/system is mandatory in all <b>vehicles</b> running 9.99 seconds and quicker. See General Regulations 10.8
10.10	<b>PROTECTIVE CLOTHING</b>
	Mandatory. See General Regulations 10.10

## SECTION 2B – ADVANCED ET

## Advanced ET 6.00 (\*3.66) to 7.49 (\*4.49) Seconds

## DESIGNATION

For **vehicles** running between 6.00 (\*3.66) and 7.49 (\*4.49) seconds. Requirements and specifications for Advanced ET are the same as those for ET Handicap Racing – Section 2A – with the additional regulations/requirements listed below.

Data Recorders are permitted in Advanced ET. Computers (except for OEM) are prohibited in all ET Bracket classes.

Chapter	REQUIREMENTS AND SPECIFICATIONS
1 – ENGINE	
1.2	<b>ENGINE</b>
	Harmonic balancer meeting SFI Spec 18.1 or steel billet one piece harmonic balancer mandatory.
1.3	<b>EXHAUST SYSTEM</b>
	Double-pipe or thermal-wrapped insulated headers mandatory on Screw Type supercharged methanol-burning bodied <b>vehicles</b> . Insulation must extend from cylinder head to start of bend in headers at bottom of body.
1.6	<b>FUEL</b>
	Nitromethane permitted only on following combinations. Maximum 90% Nitromethane permitted on non supercharged rear engine Dragster. <u>See Section 8 for safety requirements.</u> Maximum 90% Nitromethane permitted on max. 8/71 Standard Roots supercharged rear engine Dragster. <u>See Section 12 for safety requirements.</u>
1.6.1	<b>NITROUS OXIDE</b>
	Nitrous oxide prohibited on supercharged or turbocharged engines. See General Regulations 1.6.
1.8	<b>LOWER ENGINE CONTAINMENT DEVICE</b>
	All <b>vehicles</b> must utilize a lower engine oil-retention device. Oil-Retention device meeting SFI Spec 7.1 or 7.2 recommended. May use a belly pan in lieu of a device attached to the engine. The belly pan must extend from framerail to framerail and extend forward of the harmonic balancer and rearward to rear engine plate or must cover both Valve covers on Boxer type engines and must incorporate a minimum 51mm high lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
2 - DRIVETRAIN	
2.3	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD</b>
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, 1.4 mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all supercharged or turbocharged <b>vehicles</b> and all <b>vehicles</b> using nitrous oxide. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all <b>vehicles</b> using SFI Spec 1.2 clutch with more than 2 discs or SFI Spec 1.3 or 1.4 clutches with two disc's maximum. Flywheel shield meeting SFI Spec 6.2 mandatory on all <b>vehicles</b> using SFI 1.3 or 1.4 clutches with more than two discs. <b>Vehicles</b> for which an SFI Spec 6.2 or 6.3 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 6mm thick steel, surrounding the bellhousing 360°, extending 25mm forward and 25mm rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece. All rotary engine vehicles must be equipped with a flywheel shield meeting SFI Spec 6.2 or 6.3 minimum. Multi-disc clutch assembly for supercharged, nitrous-oxide injected, and/or turbocharged vehicles must meet SFI Spec 1.5. See General Regulations 2.3, 2.5, 2.6 and 2.10.
2.4	<b>DRIVELINE</b>
	All Full-Bodied Cars, where the OEM floor has been removed, each end of driveshaft must have round 360° driveshaft loops within 152mm of U-joints. Additionally, driveshaft must be covered by 360° tube, covering the front U-joint and extending rearward a minimum 305mm. Minimum thickness of tube is 1.2mm chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 8mm bolts, minimum 6mm push/pull pins or welded to the chassis. See General Regulations 2.4.
2.11	<b>REAR END</b>
	Aftermarket axles and axle-retention devices mandatory. Welded spider gears prohibited. Wheel studs must be 16mm minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension prohibited.
2.13	<b>TRANSMISSION, AFTERMARKET PLANETARY</b>
	Transmission shield meeting SFI Spec 4.1 mandatory. See General Regulations 2.12 and 2.13.
2.14	<b>TRANSMISSION, AUTOMATIC</b>
	Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flexplate meeting SFI Spec 29.1 or 29.2 and flexplate shield meeting SFI Spec 30.1 mandatory. See General Regulations 2.12 and 2.14.
2.14.1	<b>BELLY PAN</b>
	Transmission Belly Pan mandatory on all entries using a Torque Converter or an automatic transmission. Pan must extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.



3 – BRAKES AND SUSPENSION	
3.1	<b>BRAKES</b>
	Four-wheel hydraulic brakes mandatory on any Full-Bodied Car. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes mandatory on Dragsters and Funny-Cars. See General Regulations 3.1.
3.3	<b>STEERING</b>
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3.
4 – CHASSIS	
4.8	<b>PARACHUTES</b>
	Two Parachutes mandatory. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	<b>ROLL-CAGE / CHASSIS</b>
	<p>Full Bodied Car: SFI Spec 25.1H, 25.5E or 25.3D</p> <p>Funny-Car and Altered: SFI Spec 10.1E or 10.2A</p> <p>Rear Engine Dragster: SFI Spec 2.5E</p> <p>Front Engine Dragster: SFI Spec 2.4D</p> <p>See <a href="http://www.sfifoundation.com">www.sfifoundation.com</a> for further information on chassis specification.</p> <p>Chassis must be certified by an SFI approved chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation.</p> <p>See General Regulations 4.4; 4.11 and 10.6.</p>
4.11.1	<b>ROLL-CAGE PADDING</b>
	<p>Mandatory. See General Regulations 4.11.1 and 10.6.</p> <p>Additional padding mounted on flat stock and fastened to the roll-cage on both sides in order to limit lateral movement of the driver's helmet, mandatory.</p> <p>Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. This padding must meet either the FIA Standard "Standard for Formula One and Sports Car Headrest Materials" or SFI Spec. 45.2.</p>
6 – INTERIOR	
6.1	<b>DRIVER COMPARTMENT</b>
	<p>The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place:</p> <p>Dragster, Open bodied vehicle and Funny-Car: - to escape out of the vehicle in maximum 9 seconds.</p> <p>Full-Bodied Car: - to escape out of the vehicle in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.</p>
7 – BODY	
7.1	<b>AIRFOIL, BODIED VEHICLES</b>
	Non-OEM airfoils or wings permitted on stock bodied vehicles; must be permanently attached to frame or roll cage, non-adjustable during run.
9 – SUPPORT GROUP	
9.2	<b>DATA RECORDER</b>
	Permitted. See General Regulations 9.2.
9.3	<b>FIRE-EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	<p>Minimum 2.5kg FIA-accepted system mandatory on all vehicles, except rear engine vehicles WITHOUT an enclosed cockpit.</p> <p>Minimum: 8,5kg system meeting SFI Spec 17.1, or FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory on all front-engine open-bodied vehicles with supercharger or turbocharger(s) and all supercharged methanol-burning (Full-Bodied Cars or Funny-Cars).</p> <p>Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.</p>
9.12	<b>TOW VEHICLES</b>
	Permitted. See General Regulations 9.12.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.5	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum six (6)-point driver restraint system meeting FIA Standard 8853-2016, or SFI Spec 16.1, 16.5 or 16.6 mandatory. See General Regulations 10.5 and 10.11.
10.7	<b>HELMET</b>
	For all vehicles, a full-face helmet and visor is mandatory. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer's instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclavas meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System.

## SECTION 3 – SUPER STREET

## DESIGNATION

S/ST, preceded by **vehicle** number. Designed as an entry level category with a 10.90 second index (6.90 for the eighth mile) and a 0.5 second Pro Tree. Reserved for full-body **vehicles**, with full fenders, hood, grille, top, windshield and functional doors. Coupes, Sedans, Sports cars, Street Roadsters, Vans, Pickups, Estates and Panel trucks permitted. Open wheel Alters, Dragsters, Funny-Cars, or motorcycles prohibited.

## CLASS WEIGHT BREAKS

Minimum weight including driver: 8 cylinder **vehicles**: 1270kg / 6 cylinder **vehicles**: 907kg / 4 cylinder and rotary engine **vehicles**: 544kg

Chapter	REQUIREMENTS AND SPECIFICATIONS
1 – ENGINE	
1.2	<b>ENGINE</b>
	Any automotive engine permitted. The use of Supercharger (Roots or Centrifugal), Turbocharger or Nitrous oxide is permitted but never as combination. Harmonic balancer meeting SFI Spec 18.1 or steel billet one piece harmonic balancer mandatory. See General Regulations 1.2.
1.3	<b>EXHAUST SYSTEM</b>
	Any type permitted. Maximum two (2) outlets, must be pointed away from the driver and fuel tank. Silencers may be required. See General Regulations 1.3.
1.5	<b>FUEL SYSTEM</b>
	Aftermarket fuel tank or cell recommended. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least 0.6mm steel or 0.8mm aluminium to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within the confines of the body. Fuel distribution blocks may not be mounted on the engine fire wall. See General Regulations 1.5.
1.5.1	<b>INDUCTION</b>
	Any induction permitted. Electronic fuel injection may monitor only engine functions. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be accepted by an ASN Scrutineer.
1.6	<b>FUEL</b>
	Unleaded gasoline, methanol, ethanol and diesel permitted. Nitrous Oxide permitted. Nitromethane prohibited. See General Regulations 1.6.
1.6.1	<b>NITROUS OXIDE</b>
	Commercially available nitrous oxide permitted with normal aspirated engines. Prohibited with supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. Bottle(s) must be stamped with a CE or DOT-1800 pound (124 bar) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1.6.
1.7	<b>LIQUID OVERFLOW</b>
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
1.8	<b>LOWER ENGINE CONTAINMENT DEVICE</b>
	It is recommended for all <b>vehicles</b> to utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from frame rail to frame rail and extend forward to the harmonic balancer and rearward of the flywheel or must cover both Valve covers on Boxer type engines and must incorporate a minimum 51mm high lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.10	<b>SUPERCHARGER</b>
	Permitted, restricted to standard Roots-type Supercharger unless OEM Engine and OEM Supercharger are used. Supercharger must remain in manufacturer specification. See General Regulations 1.10 and 1.11.
1.10.1	<b>TURBOCHARGER</b>
	Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles.
1.10.2	<b>CENTRIFUGAL SUPERCHARGER</b>
	One commercially available centrifugal supercharger only. Any kind of alteration of centrifugal supercharger prohibited. Manufacturer overdrive limits apply. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles.
1.11	<b>SUPERCHARGER RESTRAINT DEVICE</b>
	Mandatory. See General Regulations. 1.11
1.12	<b>THROTTLE</b>
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics or any other devices may in no way affect the throttle operation. Timed throttle stops, which are pre-set before the run permitted. See General Regulations 1.12, 8.2, 9.1 and 9.2.
1.14	<b>VALVE COVERS</b>
	See General Regulations 1.14

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

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

<b>8.3</b>	<b>IGNITION</b>
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or “high-side” rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. The wire to the trans brake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labelled, and traceable. See General Regulations 8.1, 8.3 and 8.5.
<b>8.4</b>	<b>MASTER CUTOFF</b>
	Mandatory. See General Regulations 8.4.
<b>8.6</b>	<b>TAILLIGHTS</b>
	Mandatory. See General Regulations 8.6.
<b>8.7</b>	<b>IGNITION SWITCH</b>
	Each vehicle in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
<b>9.1</b>	<b>COMPUTER</b>
	Prohibited (except for unaltered stock OEM units). See General Regulations 9.1.
<b>9.1.1</b>	<b>AUTOMATED SHIFTERS</b>
	Permitted. See General Regulations 9.1.1
<b>9.2</b>	<b>DATA RECORDER</b>
	Permitted. See General Regulations 9.2.
<b>9.3</b>	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Recommended. Hand held fire extinguisher permitted. Must be securely mounted. See General Regulations 9.3.
<b>9.12</b>	<b>PUSH OR TOW VEHICLES</b>
	Prohibited.
<b>9.14</b>	<b>WARM-UPS</b>
	See General Regulations 9.5 and 9.14.
<b>10 – DRIVER</b>	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
<b>10.1</b>	<b>APPAREL</b>
	See General Regulations 10.1.
<b>10.2</b>	<b>APPEARANCE</b>
	See General Regulations 10.2.
<b>10.3</b>	<b>ARM RESTRAINTS</b>
	Mandatory in all open-bodied vehicles. See General Regulations 6.3 and 10.3.
<b>10.4</b>	<b>LICENSES</b>
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853-2016 or SFI Spec 16.1; 16.5 or 16.6 mandatory. See General Regulations 10.5 and 10.11.
<b>10.7</b>	<b>HELMET</b>
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
<b>10.8</b>	<b>NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a neck collar meeting SFI Spec 3.3. is mandatory. A head and neck restraint device/system may be used in lieu of a neck collar. See General Regulations 10.8
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Mandatory. See General Regulations 10.10



## SECTION 4 – SUPER GAS

## DESIGNATION

S/G, preceded by **vehicle** number. Designed as a category with a 9.90 second standard index (6.90 for the eighth mile). Reserved for full-body **vehicles**, with full fenders, hood, grille, top, windshield and functional doors. Bumpers optional. Grille may be replaced by flat panel. Coupes, Sedans, Sports cars, Street Roadsters, Vans, Pickups, Estates and Panel trucks permitted. Open wheel Alters, Dragsters, Funny-Cars and motorcycles prohibited.

## CLASS WEIGHT BREAKS

Minimum weight including driver: 4 cylinder **vehicles**: 544kg / 6 cylinder **vehicles**: 748kg / All other **vehicles**: 953kg

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

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

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

<b>8.3</b>	<b>IGNITION</b>
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. The wire to the trans brake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labelled, and traceable. See General Regulations 8.1, 8.3 and 8.5.
<b>8.4</b>	<b>MASTER CUTOFF</b>
	Mandatory. See General Regulations 8.4.
<b>8.6</b>	<b>TAIL LIGHTS</b>
	Mandatory. See General Regulations 8.6.
<b>8.7</b>	<b>IGNITION SWITCH</b>
	Each vehicle in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
<b>9.1</b>	<b>COMPUTER</b>
	Prohibited (except for unaltered stock OEM units). See General Regulations 9.1.
<b>9.1.1</b>	<b>AUTOMATED SHIFTERS</b>
	Permitted. See General Regulations 9.1.1
<b>9.2</b>	<b>DATA RECORDER</b>
	Permitted. See General Regulations 9.2.
<b>9.3</b>	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Recommended, must be securely mounted. Mandatory on vehicles 10.00 seconds and quicker running on methanol, minimum capacity 2.5kg. Hand held fire extinguisher prohibited. See General Regulations 9.3.
<b>9.12</b>	<b>PUSH OR TOW VEHICLES</b>
	Prohibited.
<b>9.14</b>	<b>WARM-UPS</b>
	See General Regulations 9.5 and 9.14.
<b>10 – DRIVER</b>	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
<b>10.1</b>	<b>APPAREL</b>
	See General Regulations 10.1.
<b>10.2</b>	<b>APPEARANCE</b>
	See General Regulations 10.2.
<b>10.3</b>	<b>ARM RESTRAINTS</b>
	Mandatory in all open-bodied vehicles. See General Regulations 10.3.
<b>10.4</b>	<b>LICENSE</b>
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853-2016 or SFI Spec 16.1; 16.5 or 16.6 mandatory. See General Regulations 10.5 and 10.11.
<b>10.7</b>	<b>HELMET</b>
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
<b>10.8</b>	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	Mandatory. See General Regulations 10.8.
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Mandatory. See General Regulations 10.10

## SECTION 5 – SUPER COMP

## DESIGNATION

S/C, preceded by **vehicle** number. Designed as a category with a 8.90 second standard index (5.70 for the eighth mile). Heads-up, pro start. For Dragsters, Funny-Cars, roadsters, Pro Stock type **vehicles**, Alters Type 1 and Type 2. Motorcycles prohibited.

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

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

## CLASS WEIGHT BREAKS

Minimum weight including driver:

Rear engine Dragster, utilizing naturally aspirated OEM motorcycle engines, with a min. two (2) and a max. four (4) cyl.: 318kg

**Vehicles** utilizing 4 to 6 cylinder engines: 454kg. All other **vehicles**: 612kg

Chapter	REQUIREMENTS AND SPECIFICATIONS
1 – ENGINE	
1.2	ENGINE
	Any automotive engine permitted. Supercharger, turbocharger and nitrous oxide permitted, but never as combination. Cast harmonic balancer prohibited. Harmonic balancer meeting SFI spec 18.1 or steel billet one piece harmonic balancer mandatory. See General Regulations 1.2.
1.3	EXHAUST SYSTEM
	Any type permitted. Maximum two (2) outlets, must be pointed away from the driver and fuel tank. Silencers may be required. See General Regulations 1.3.
1.5	FUEL SYSTEM
	Aftermarket fuel tank or cell recommended. All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least 0.6mm steel or 0.8mm aluminum to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within the confines of the body. Fuel distribution blocks may not be mounted on the engine fire wall. See General Regulations 1.5.
1.5.1	INDUCTION
	Any induction permitted. Electronic fuel injection may monitor only engine functions, does not monitor vehicle speed, wheel speed, etc. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be accepted by an ASN Scrutineer. Aftermarket water-methanol injection systems permitted, maximum methanol containment in mixture is 50%. Must be installed and used as per manufacturer's instructions. Tank, pump, lines, etc. may not be mounted inside the driver compartment. When the injection system is located inside trunk, a complete bulkhead of at least 0.6mm steel or 0.8mm aluminum is required to isolate the driver compartment from trunk.
1.6	FUEL
	Unleaded racing gasoline, unleaded gasoline, methanol, diesel, ethanol, permitted. Nitromethane prohibited. See General Regulations 1.6
1.6.1	NITROUS OXIDE
	Commercially available nitrous oxide permitted with normal aspirated engines. Prohibited with supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. Bottle(s) must be stamped with a CE or DOT-1800 pound (124 bar) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1.6.
1.7	LIQUID OVERFLOW
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
1.8	LOWER ENGINE CONTAINMENT DEVICE
	All <b>vehicles</b> must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from framerail to framerail and extend forward to the harmonic balancer and rearward of the flywheel or must cover both Valve covers on Boxer type engines and must incorporate a minimum 51mm lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
1.10	SUPERCHARGER
	Permitted, restricted to standard Roots-type Supercharger. Supercharger must remain in manufacturer specification. See General Regulations 1.10.
1.10.1	TURBOCHARGER
	Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles. See General Regulations 1.10.1.
1.10.2	CENTRIFUGAL SUPERCHARGER
	One commercially available centrifugal supercharger only. Any kind of alteration of centrifugal supercharger prohibited. Manufacturer overdrive limits apply. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles. See General Regulations 1.10.2
1.11	SUPERCHARGER RESTRAINT DEVICE
	Mandatory. See General Regulations 1.11.



1.12	<b>THROTTLE</b>
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics or any other devices may in no way affect the throttle operation. Timed throttle stops, which are pre-set before the run permitted. See General Regulations 1.12.
1.14	<b>VALVE COVERS</b>
	See General Regulations 1.14.
<b>2 – DRIVETRAIN</b>	
2.3	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD</b>
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 (2-discs maximum) mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all <b>vehicles</b> using SFI Spec 1.3 or 1.4 clutches. Flywheel shield meeting minimum SFI Spec 6.1 mandatory on all other <b>vehicles</b> . <b>Vehicles</b> with rotary engine must be equipped with a flywheel shield made of 6mm minimum thickness steel plate completely surrounding the bell housing 360° extending 25mm forward and rearward of the rotating clutch assembly; shield may not be notched or cut in any way. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine <b>vehicles</b> equipped with nitrous-oxide injection, turbo or supercharger must use a flywheel shield labeled as meeting SFI Spec 6.1 minimum. <b>Vehicles</b> for which an SFI Spec 6.1, 6.2, 6.3, flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes. See General Regulations 2.3, 2.5, 2.6 and 2.10.
2.4	<b>DRIVELINE</b>
	OEM production line all-wheel-drive <b>vehicles</b> permitted. All-wheel-drive and front-wheel-drive <b>vehicles</b> may be converted to rear wheel drive. Driveshaft loop mandatory. See General Regulations 2.4.
2.11	<b>REAR END</b>
	Aftermarket axles and axle-retention device mandatory. <b>Vehicles</b> that weigh more than 907kg and have independent rear suspension without upper and lower (both) control arms must replace swing axle rear end with conventional rear end housing assembly. (Example: 1963 through 1982 Corvette). <b>Vehicles</b> with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight but must have 360°, minimum 25x6mm axle retention loop on each axle. See General Regulations 2.11.
2.13	<b>TRANSMISSION, AFTERMARKET PLANETARY</b>
	Permitted, transmission shield meeting SFI Spec 4.1 mandatory on any <b>vehicle</b> equipped with aftermarket planetary transmission. See General Regulations 2.13.
2.14	<b>AUTOMATIC TRANSMISSION</b>
	Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory. Trans-brake permitted. See General Regulations 2.12 and 2.14.
2.14.1	<b>BELLY PAN</b>
	Transmission Belly Pan recommended on all entries using a Torque Converter or an automatic transmission. Pan should extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.
<b>3 – BRAKES AND SUSPENSION</b>	
3.1	<b>BRAKES</b>
	Minimum two rear-wheel hydraulic brakes (disc brake) mandatory. Four-wheel brakes are recommended. Four-wheel brakes are mandatory on <b>vehicles</b> with rear suspension. Hand brake, if used must be located inside of body or driver compartment. See General Regulations 3.1.
3.3	<b>STEERING</b>
	See General Regulations 3.3 and 4.1.
3.4	<b>SUSPENSION</b>
	Any automotive suspension permitted. Rigid-mount front axles permitted if wheelbase is 3048mm or more. Rigid-mounted rear axles permitted. Any front suspension using a beam or tubular type axle must have radius rods attached to frame. Radius rods not required on front axles rigidly mounted 457mm or less from front king pin axis. See General Regulations 3.2, 3.4 and 3.5.
3.5	<b>TRACTION BARS</b>
	Permitted. See General Regulations 3.5.
3.6	<b>WHEELIE BAR</b>
	Permitted. See General Regulations 3.6.
<b>4 – FRAME</b>	
4.2	<b>BALLAST</b>
	Permitted. See General Regulations 4.2.
4.3	<b>DEFLECTOR PLATE</b>
	Mandatory on all rear-engine <b>vehicles</b> to protect driver and fuel tank. See General Regulations 1.1 and 4.3.
4.4	<b>FRAME</b>
	See General Regulations 4.4.
4.4.1	<b>TOW-STRAP HOOP</b>
	Mandatory on all Funny-Cars. See General Regulations 4.4.1.
4.5	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.

4.8	<b>PARACHUTES</b>
	Mandatory on <b>vehicles</b> running faster than 240km/h. If a Parachute is used, all safety pins must be removed and the system must be armed before entering the designated burn out area. See general Regulations 4.8.
4.11	<b>ROLL-CAGE</b>
	Roll-cage mandatory. Type depending on body style used. Chassis must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. See General Regulations 4.4, 4.11 and 10.6.
4.11.1	<b>ROLL-CAGE PADDING</b>
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	<b>WHEELBASE / FRONT TREAD WIDTH</b>
	Minimum wheelbase 2286mm. Maximum wheelbase variation from left to right: 51mm. Minimum front tread width 660mm on any Dragster. See General Regulations 4.12.
<b>5 – TIRES AND WHEELS</b>	
5.1	<b>TIRES</b>
	Racing slicks permitted. See General Regulations 5.1.
5.2	<b>WHEELS</b>
	Must be automotive-type wheels. Minimum wheel size: 13" (330mm) unless <b>vehicle</b> was originally equipped with smaller wheels and is equipped with original engine. Wire wheels permitted on front of Dragsters only, provided total weight of <b>vehicle</b> does not exceed 817kg. See General Regulations 5.2.
<b>6 – INTERIOR</b>	
6.1	<b>DRIVER COMPARTMENT</b>
	The Driver Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place: <u>Dragster, Open bodied <b>vehicle</b> and Funny-Car:</u> - to escape out of the <b>vehicle</b> in maximum 9 seconds. <u>Full-Bodied Car:</u> - to escape out of the <b>vehicle</b> in maximum 8 seconds through the Driver-side Door, or in maximum 14 seconds through the Passenger-side Door.
6.2	<b>DRIVER SEAT</b>
	Mandatory. See General Regulations 6.2.
6.2.1	<b>UPHOLSTERY</b>
	Optional. See General Regulations 6.2.1
6.2.2	<b>INTERIOR SHEETING</b>
	Driver compartment interior must be aluminum, steel, or carbon fiber. Magnesium prohibited. See General Regulations 6.2.2.
6.3	<b>WINDOW NET</b>
	Window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory in Full-Bodied Car. See General Regulations 6.3.
<b>7 – BODY</b>	
7.1	<b>AIRFOIL, WINGS</b>
	Permitted. Aftermarket or homemade front spoilers or air dam may not project more than 762mm ahead of front spindle centreline. On Funny-Car type <b>vehicles</b> and Full-Bodied Cars, the body or anything else may not project more than 1016mm ahead of front spindle centreline. See General Regulations 7.1.
7.1.2	<b>BODY</b>
	Body and cowl must be metal, Fibreglas or carbon fibre and must extend to firewall. Driver compartment, frame structure, roll cage and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface. If driver's body is in contact with belly pan, a crossmember and sub-floor are mandatory. On Full-Bodied Cars, hood scoop may not extend more than 279mm above height of original hood surface. On open bodied, front-engine <b>vehicles</b> , hood scoop may not extend more than 279mm above height of carburettor top. See General Regulations 1.4 and 7.7.
7.1.3	<b>ESCAPE HATCH</b>
	Mandatory on all Funny-Cars. See General Regulations 7.1.3
7.3	<b>FENDERS</b>
	Mandatory on Full-Bodied Cars. Lightweight replacement fenders permitted. Front fenders may be lengthened to fit extended wheelbase. Rear fenders may be cut for tire clearance. Altered fenders must have edges re-rolled or beaded. On roadsters, it is permitted to raise the rear fenders by as much as the body has been lowered over the frame. Front inner fenders permitted. See General Regulations 7.3.
7.4	<b>FIREWALL</b>
	Mandatory. See General Regulations 7.4.
7.5	<b>FLOOR</b>
	Mandatory. See General Regulations 7.5.
7.7	<b>WINDSCREEN</b>
	Convertibles and roadsters may replace windshield with windscreen, windshield mandatory on all other <b>vehicles</b> . See General Regulations 7.7.

<b>7.8</b>	<b>WINDSHIELD, WINDOWS</b>
	Mandatory, <b>vehicles</b> with top and windshield must be equipped with all windows. All windshields and windows except for windscreen must be clear, factory tinted safety glass or clear Plexiglas or other shatterproof material, 3mm minimum thickness. Plexiglas in windscreen prohibited, must be made of polycarbonate (Lexan or equal). Original Safety glass permitted. Class identification and race number decals permitted on rear quarter windows, rear window and upper corner passenger side front windscreen. See General Regulations 7.8.
<b>8 – ELECTRICAL</b>	
<b>8.1</b>	<b>BATTERIES</b>
	Permitted. See General Regulations 8.1.
<b>8.2</b>	<b>DELAY BOX/DEVICE</b>
	Permitted, one box/ device only, attached to trans-brake, shift timer and/or throttle timer only. Any other attachment prohibited. Delay box may only display delay amount dialed in, analogue or digital display permitted. All direct wiring must be clearly identifiable. See General Regulations 8.2.
<b>8.3</b>	<b>IGNITION</b>
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or “high-side” rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. The wire to the transbrake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations 8.1, 8.3 and 8.5.
<b>8.4</b>	<b>MASTER CUTOFF</b>
	Mandatory. See General Regulations 8.4.
<b>8.6</b>	<b>TAIL LIGHTS</b>
	Mandatory. See General Regulations 8.6.
<b>8.7</b>	<b>IGNITION SWITCH</b>
	Each <b>vehicle</b> in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
<b>9.1</b>	<b>COMPUTER/DATA RECORDERS</b>
	See General Regulations 9.1, 9.2 and 9.11.
<b>9.1.1</b>	<b>AUTOMATED SHIFTERS</b>
	Permitted. See General Regulations 9.1.1
<b>9.2</b>	<b>DATA RECORDER</b>
	Permitted. See General Regulations 9.2.
<b>9.3</b>	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Mandatory on <b>vehicles</b> with closed driver's compartment or open-bodied front engine <b>vehicles</b> , minimum capacity 2.5kg. Hand held fire extinguisher prohibited. See General Regulations 9.3.
<b>9.12</b>	<b>PUSH OR TOW VEHICLES</b>
	Permitted. See General Regulations 9.12.
<b>9.14</b>	<b>WARM-UPS</b>
	See General Regulations 9.5 and 9.14.

10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	<b>APPAREL</b>
	See General Regulations 10.1.
10.2	<b>APPEARANCE</b>
	See General Regulations 10.2.
10.3	<b>ARM RESTRAINTS</b>
	Mandatory in all open-bodied <b>vehicles</b> and Funny-Cars. See General Regulations 10.3.
10.4	<b>LICENSE</b>
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853-2016 or SFI Spec 16.1; 16.5 or 16.6 mandatory. See General Regulations 10.5 and 10.11.
10.7	<b>HELMET</b>
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	Mandatory. See General Regulations 10.8.
10.10	<b>PROTECTIVE CLOTHING</b>
	Mandatory. See General Regulations 10.10

## SECTION 6 – COMPETITION ELIMINATOR

## DESIGNATION

Competition Eliminator category is reserved for qualified Dragsters in:

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

And for qualified Alteredes in:

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

Eliminations are based on a handicap start utilising class index system, breakout does not apply.

See <https://www.fia.com/regulation/category/101> for Competition Eliminator Indexes.

## SECTION 6A - COMPETITION ELIMINATOR - DRAGSTER

## DESIGNATION

A/D, B/D, C/D, D/D, E/D, F/D, G/D, DT/D, ET/D, FT/D, AA/D, AB/D, BA/D, BB/D, CA/D, CB/D, DA/D, DB/D, EA/D, EB/D, FA/D, FB/D and BN/D preceded by **vehicle** number. 23 classes for Dragsters, built for competition only.

Each class is determined by deviding the **vehicles** weight including driver by the engine size. (kilogram / liter)

## CLASS WEIGHT BREAKS

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

**Minimum Weight:**

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

**Maximum Weight:**

1100kg on all **vehicles**, unless Chassis Specification specifies a lower maximum weight..

**Weight adjustment for Automatic transmissions.**

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

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



Chapter	REQUIREMENTS AND SPECIFICATIONS
<b>1 – ENGINE</b>	
<b>1.2</b>	<b>ENGINE</b>
	Any automotive engine permitted, maximum one engine. Supercharger, turbocharger and nitrous oxide prohibited, unless permitted in class definition, but never as a combination. Cast harmonic balancer prohibited. Harmonic balancer meeting SFI spec 18.1 or steel billet one piece harmonic balancer mandatory. See General Regulations 1.2.
<b>1.3</b>	<b>EXHAUST SYSTEM</b>
	Any type permitted. Exhaust outlets must be pointed away from the driver and fuel tank. See General Regulations 1.3.
<b>1.5</b>	<b>FUEL SYSTEM</b>
	Electronic fuel injection system permitted. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. Only monitoring of engine functions permitted. All aftermarket OEM-type electronic fuel injection must be accepted by ASN Scrutineer. Fuel lines must be isolated from driver compartment. Artificial cooling or heating of fuel prohibited. Circulating pumps and/or systems are prohibited unless part of OEM fuel system. Aftermarket fuel tank or cell manufactured for the use in Motorsport recommended. See General Regulations 1.5.
<b>1.5.1</b>	<b>INDUCTION</b>
	Any induction system permitted. Aftermarket water-methanol injection systems permitted, maximum methanol containment in mixture is 50%. Must be installed and used as per manufacturer instructions. See General Regulations 1.5.1.
<b>1.6</b>	<b>FUEL</b>
	Unleaded racing gasoline, unleaded gasoline, methanol, diesel, ethanol, permitted. Nitromethane prohibited. Propylene oxide prohibited. See General Regulations 1.6.
<b>1.6.1</b>	<b>NITROUS OXIDE</b>
	Prohibited unless permitted in class definition. Commercially available System only. No bottle may be turned on until after burnout is completed. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. No inline valves accepted as bottle shutoff in staging lanes. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum CE or DOT-1800 pound (124 bar) rating. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) is prohibited. See also General Regulations 1.6.1.
<b>1.7</b>	<b>LIQUID OVERFLOW</b>
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
<b>1.8</b>	<b>LOWER ENGINE CONTAINMENT DEVICE</b>
	All <b>vehicles</b> must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from framerail to framerail and extend forward to the harmonic balancer and rearward of the flywheel or must cover both Valve covers on Boxer type engines and must incorporate a minimum 51mm lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
<b>1.9</b>	<b>OIL SYSTEM</b>
	Dry sump oil system permitted. External oil pumps permitted, may be combined with other pump functions. See General Regulations 1.9.
<b>1.10</b>	<b>SUPERCHARGER</b>
	Prohibited unless permitted in class definition. Standard Roots or High Helix supercharger only. Screw type supercharger prohibited. All grinding and/or altering of Supercharger prohibited. Manufacturer Overdrive limits apply. See General Regulations 1.10.
<b>1.10.1</b>	<b>TURBOCHARGER</b>
	Prohibited unless permitted in class definition. Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles. See General Regulations 1.10.1.
<b>1.10.2</b>	<b>CENTRIFUGAL-SUPERCHARGER</b>
	Prohibited unless permitted in class definition. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles. See General Regulations 1.10.2.
<b>1.11</b>	<b>SUPERCHARGER RESTRAINT DEVICE</b>
	Mandatory. See General Regulations 1.11.
<b>1.12</b>	<b>THROTTLE</b>
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics, laser or any other devices may in no way affect the throttle operation. An FIA-accepted mechanical device for controlling engine rpm during burnouts may be attached to the throttle linkage but may not be driver-controlled. See General Regulations 1.12.
<b>1.13</b>	<b>VENT TUBES - BREATHERS</b>
	Mandatory. See General Regulations 1.13.
<b>1.14</b>	<b>VALVE COVERS</b>
	See General Regulations 1.14

2 – DRIVETRAIN	
2.3	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD</b>
	Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (2-disc maximum) and flywheel shield meeting SFI Spec 6.1, 6.2 or 6.3, or flywheel and clutch meeting SFI Spec 1.2 (3 or more discs) and flywheel shield meeting minimum SFI Spec 6.2 or 6.3 mandatory. The use of multi-stage, lock-up-type clutches is prohibited. Flywheel shield cannot be welded into the vehicle and/or (used as crossmember) frame. Frame and/or body braces cannot be welded to flywheel shield. Clutch release must be manually operated by driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the clutch operation. See General Regulations 2.3; 2.5; 2.6 and 2.10.
2.4	<b>DRIVELINE</b>
	Anti-blowback device mandatory in A/D, B/D, C/D, D/D, DT/D, ET/D, FT/D, AA/D, AB/D, BA/D, BB/D, CA/D, CB/D, DA/D, DB/D, EA/D, EB/D, FA/D, FB/D and BN/D Dragster. See General Regulations 2.1 and 2.4.
2.11	<b>REAR END</b>
	Aftermarket axles and axle-retention device for drag racing use mandatory. Spool permitted. Full-floating or live axle assembly recommended. See General Regulations 2.2 and 2.11.
2.12	<b>TRANSMISSION</b>
	Clutchless transmissions permitted. Any automotive type aftermarket planetary or manual-type transmission with maximum of five forward speeds permitted. Maximum 3 forward speeds allowed for automatic type transmissions. Aftermarket converter drive units permitted. If an automatic transmission or converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate mandatory. Reverse gear mandatory on all transmissions. Automated shifters and/or timer-type shifting devices on manual-type transmissions prohibited, each individual shift must be a function of the driver. Shifting of a manual-type transmission may only be controlled by either manual or pneumatic means; electric or electronics may in no way affect the shifting mechanism. Air shifter bottles must be securely mounted. Automatic transmissions must have a inside oil pump and clutch packs which control the gearing along with bands to be deemed as an automatic transmission. Overdrive/under drive units, motorcycle, snowmobile or farm implements type transmission prohibited. See General Regulations 2.12; 2.13 and 2.14.
2.12.1	<b>TRANSMISSION SHIELD</b>
	Transmission shield meeting SFI Spec 4.1 mandatory on any vehicle equipped with an Automatic transmission or aftermarket planetary transmission. Flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI Spec 30.1 mandatory on any vehicle equipped with an Automatic transmission.
2.14.1	<b>BELLY PAN</b>
	Transmission Belly Pan mandatory on all entries 7.49 sec and quicker, using a Torque Converter or an automatic transmission, recommended on all other entries. Pan should extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.
3 – BRAKES AND SUSPENSION	
3.1	<b>BRAKES</b>
	Automated brakes prohibited; application and release of brakes must be a function of the driver. Minimum two rear-wheel hydraulic brakes (disc brake) are mandatory. Four-wheel brakes are recommended. Hand brake, if used must be located inside of body or driver compartment. Brake lines must be shielded in flywheel and driveline area. Master cylinder must be mounted above framerails. Steel and/or braided steel brake lines mandatory. Line-loc permitted. See General Regulations 3.1.
3.3	<b>STEERING</b>
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3 and 4.1.
3.4	<b>SUSPENSION</b>
	Any automotive suspension permitted. Minimum one hydraulic shock absorber per sprung wheel mandatory. Rigid-mount front axles permitted if wheelbase is 3048mm or more. Rigid-mounted rear axles permitted. Any front suspension using a beam or tubular type axle must have radius rods attached to frame. Radius rods not required on front axles rigidly mounted 457mm or less from front king pin axis. See General Regulations 3.2 and 3.4.
3.6	<b>WHEELIE BARS</b>
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	<b>BALLAST</b>
	Permitted. See General Regulations 4.2.
4.3	<b>DEFLECTOR PLATE</b>
	Mandatory on all rear-engine vehicles to protect driver and fuel tank. See General Regulations 4.3.
4.5	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.
4.8	<b>PARACHUTES</b>
	Mandatory on any vehicle with a top speed in excess of 240km/h. Two Parachutes mandatory on any vehicle with a top speed in excess of 320km/h. If Parachutes are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	<b>ROLL-CAGE</b>
	Mandatory in accordance with Technical Drawing 14 or 15. Must be certified every three years by an ASN appointed chassis inspector and have a serialized sticker affixed to the roll-cage before participation. Roll Cage/Chassis of vehicles quicker 8.50 seconds must meet required SFI Specification. Must be certified by an SFI approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See General Regulations 4.4 and 4.11.

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

9 – SUPPORT GROUP	
9.1	<b>COMPUTER/DATA RECORDERS</b>
	See General Regulations 9.1, 9.2 and 9.11.
9.2	<b>DATA RECORDER</b>
	Permitted. See General Regulations 9.2.
9.3	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Fire extinguisher system meeting SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory on <b>vehicles</b> with an enclosed cockpit or front engine <b>vehicles</b> running on metahmol. Minimum capacity 2.5kg. Hand held fire extinguisher prohibited. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	<b>PUSH OR TOW VEHICLES</b>
	Permitted. See General Regulations 9.12.
9.14	<b>WARM-UPS</b>
	See General Regulations 9.5 and 9.14.
10 – DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
10.1	<b>APPAREL</b>
	See General Regulations 10.1.
10.2	<b>APPEARANCE</b>
	See General Regulations 10.2.
10.3	<b>ARM RESTRAINTS</b>
	Mandatory. See General Regulations 10.3.
10.4	<b>LICENSE</b>
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853-2016, or SFI Spec 16.1, 16.5 or 16.6 mandatory. <b>Vehicles</b> running 7,50 sec, or quicker, must have a six (6)-point driver restraint system meeting above specifications. See General Regulations 10.5 and 10.11.
10.7	<b>HELMET</b>
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
10.8	<b>NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a neck collar meeting SFI Spec 3.3. is mandatory in all <b>vehicles</b> running 10.00 seconds and slower. A head and neck restraint device/system may be used in lieu of a neck collar. The use of a head and neck restraint device/system is mandatory in all <b>vehicles</b> running 9.99 seconds and quicker. See General Regulations 10.8
10.10	<b>PROTECTIVE CLOTHING</b>
	Mandatory. See General Regulations 10.10.

## SECTION 6B – COMPETITION ELIMINATOR - ALTERED

## DESIGNATION

A/A, B/A, C/A, D/A, E/A, F/A, G/A, H/A, I/A, AA/A, AB/A, BA/A, BB/A, CA/A, CB/A, DA/A, DB/A, AT/A, BT/A, CT/A, DT/A, ET/A, AN/A, BN/A, CN/A, DN/A, A/PM, AA/PM and AT/PM preceded by **vehicle** number. 29 classes for Altered **Vehicles**, built for competition only.

Each class is determined by dividing the **vehicles** weight including driver by the engine size. (kg / liter)

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

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

## CLASS WEIGHT BREAKS

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

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

**Minimum Weight:**

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

**Maximum Weight:**

1350kg on all **vehicles**, unless Chassis Specification specifies a lower maximum weight..

**Weight adjustment for Automatic transmissions.**

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

A/A 45kg - B/A 90kg - C/A 113kg.

D/A, E/A, F/A, G/A, H/A and I/A utilizing V8 Engines 113kg.

D/A, E/A, F/A, G/A, H/A and I/A utilizing max. 6 cyl. engines 68kg.

D/A, E/A, F/A, G/A, H/A and I/A utilizing max. 4 cyl. engines 45kg.

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

Chapter	REQUIREMENTS AND SPECIFICATIONS
<b>1 – ENGINE</b>	
<b>1.2</b>	<b>ENGINE</b>
	One internal combustion, automobile-type engine permitted. Supercharger, turbocharger and nitrous oxide prohibited, except for where the class definition permits, but never as a combination. Engine must be in front of driver (Rear engine mounting plate must be in front of the driver's feet). Cast harmonic balancer prohibited. Harmonic balancer meeting SFI spec 18.1 or steel billet one piece harmonic balancer mandatory. See General Regulations 1.2.
<b>1.3</b>	<b>EXHAUST SYSTEM</b>
	Any type permitted. Exhaust outlets must be pointed away from the driver and fuel tank. See General Regulations 1.3.
<b>1.5</b>	<b>FUEL SYSTEM</b>
	Electronic fuel injection system permitted. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. Only monitoring of engine functions permitted. All aftermarket OEM-type electronic fuel injection must be accepted by ASN Scrutineer. Fuel lines must be isolated from driver compartment. Artificial cooling or heating of fuel prohibited. Circulating pumps and/or systems are prohibited unless part of OEM fuel system. Aftermarket fuel tank or cell manufactured for the use in Motorsport recommended. See General Regulations 1.5.
<b>1.5.1</b>	<b>INDUCTION</b>
	Any induction system permitted. Aftermarket water-methanol injection systems permitted, maximum methanol containment in mixture is 50%. Must be installed and used as per manufacturer instructions. See General Regulations 1.5.1
<b>1.6</b>	<b>FUEL</b>
	Unleaded racing gasoline, unleaded gasoline, methanol, diesel, ethanol, permitted. Nitromethane prohibited. Propylene oxide prohibited. See General Regulations 1.6.
<b>1.6.1</b>	<b>NITROUS OXIDE</b>
	Prohibited unless permitted in class definition. Commercially available System only. No bottle may be turned on until after burnout is completed. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of the driver compartment. No inline valves accepted as bottle shutoff in staging lanes. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum CE or DOT-1800 pound (124 bar) rating. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) is prohibited. See also General Regulations 1.6.1.
<b>1.7</b>	<b>LIQUID OVERFLOW</b>
	Catch-can mandatory for coolant overflow; 0.5 ltr. minimum capacity. See General Regulations 1.7.
<b>1.8</b>	<b>LOWER ENGINE CONTAINMENT DEVICE</b>
	All vehicles must utilize a lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. If belly pan is used, must extend from frame rail to frame rail and extend forward to the harmonic balancer and rearward of the flywheel or must cover both Valve covers on Boxer type engines and must incorporate a minimum 51mm lip on all sides. A non-flammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.
<b>1.9</b>	<b>OIL SYSTEM</b>
	Dry sump oil system permitted. External oil pumps permitted, may be combined with other pump functions. See General Regulations 1.9.
<b>1.10</b>	<b>SUPERCHARGER</b>
	Prohibited unless permitted in class definition. Standard Roots or High Helix supercharger only. Screw type supercharger prohibited. All grinding and/or altering of Supercharger prohibited. Manufacturer Overdrive limits apply. See General Regulations 1.10.
<b>1.10.1</b>	<b>TURBOCHARGER</b>
	Prohibited unless permitted in class definition. Only commercially available turbochargers permitted. Any kind of alteration of Turbocharger housing prohibited. Maximum two (2) Turbochargers permitted. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles. See General Regulations 1.10.1
<b>1.10.2</b>	<b>CENTRIFUGAL-SUPERCHARGER</b>
	Prohibited unless permitted in class definition. Air-to-air or water-to-air intercoolers permitted on centrifugal supercharged vehicles. See General Regulations 1.10.2
<b>1.11</b>	<b>SUPERCHARGER RESTRAINT DEVICE</b>
	Mandatory. See General Regulations 1.11
<b>1.12</b>	<b>THROTTLE</b>
	Throttle control must be manually operated by driver's foot. Electronics, pneumatics, hydraulics, laser or any other devices may in no way affect the throttle operation. An FIA-accepted mechanical device for controlling engine rpm during burnouts may be attached to the throttle linkage but may not be driver-controlled. See General Regulations 1.12.
<b>1.13</b>	<b>VENT TUBES - BREATHERS</b>
	Mandatory. See General Regulations 1.13.
<b>1.14</b>	<b>VALVE COVERS</b>
	See General Regulations 1.14



2 – DRIVETRAIN	
2.3	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD</b>
	Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (2-disc maximum) and flywheel shield meeting SFI Spec 6.1, 6.2 or 6.3, or flywheel and clutch meeting SFI Spec 1.2 (3 or more discs) and flywheel shield meeting minimum SFI Spec 6.2 or 6.3 mandatory. The use of multi-stage, lock-up-type clutches is prohibited. Flywheel shield cannot be welded into the <b>vehicle</b> and/or (used as cross member) frame. Frame and/or body braces cannot be welded to flywheel shield. Clutch release must be manually operated by driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the clutch operation. See General Regulations 2.3; 2.5; 2.6 and 2.10.
2.4	<b>DRIVELINE</b>
	Anti-blowback device mandatory. See General Regulations 2.1 and 2.4.
2.11	<b>REAR END</b>
	Aftermarket axles and axle-retention device for drag racing use mandatory. Spool permitted. Full-floating or live axle assembly recommended. See General Regulations 2.2 and 2.11.
2.12	<b>TRANSMISSION</b>
	Clutchless transmissions permitted. Any automotive type aftermarket planetary or manual-type transmission with maximum of five forward speeds permitted. Maximum 3 forward speeds allowed for automatic type transmissions. Aftermarket converter drive units permitted. If an automatic transmission or converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate mandatory. Reverse gear mandatory on all transmissions. Automated shifters and/or timer-type shifting devices on manual-type transmissions prohibited, each individual shift must be a function of the driver. Shifting of a manual-type transmission may only be controlled by either manual or pneumatic means; electric or electronics may in no way affect the shifting mechanism. Air shifter bottles must be securely mounted. Automatic transmissions must have a inside oil pump and clutch packs which control the gearing along with bands to be deemed as an automatic transmission. Overdrive/under drive units, motorcycle, snowmobile or farm implements type transmission prohibited. See General Regulations 2.12, 2.13 and 2.14.
2.12.1	<b>TRANSMISSION SHIELD</b>
	Transmission shield meeting SFI Spec 4.1 mandatory on any <b>vehicle</b> equipped with an Automatic transmission or aftermarket planetary transmission. Flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI Spec 30.1 mandatory on any <b>vehicle</b> equipped with an Automatic transmission.
2.14.1	<b>BELLY PAN</b>
	Transmission Belly Pan mandatory on all entries 7.49 sec and quicker using a Torque Converter or an automatic transmission, recommended on all other entries. Pan should extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft.
3 – BRAKES AND SUSPENSION	
3.1	<b>BRAKES</b>
	Automated brakes prohibited, application and release of brakes must be a function of the driver. Minimum two rear-wheel hydraulic brakes (disc brake) mandatory. Four-wheel hydraulic brakes mandatory on all Altered Type 1 <b>Vehicles</b> and on all Altered Type 2 <b>Vehicles</b> in A/A, B/A, AA/A, BB/A, AT/A, BT/A, AN/A, BN/A, CN/A. For all other <b>Vehicles</b> , four-wheel brakes are recommended. Handbrake, if used must be located inside of body or driver compartment. Brake lines must be shielded in flywheel and driveline area. Master cylinder must be mounted above framerails. Steel and/or braided steel brake lines mandatory. Line-loc systems permitted. See General Regulations 3.1.
3.3	<b>STEERING</b>
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3 and 4.1.
3.4	<b>SUSPENSION</b>
	Any automotive suspension permitted. Minimum one hydraulic shock absorber per sprung wheel mandatory. Rigid-mount front axles permitted if wheelbase is 3048mm or more. Rigid-mounted rear axles permitted. Any front suspension using a beam or tubular type axle must have radius rods attached to frame. Radius rods not required on front axles rigidly mounted 457mm or less from front king pin axis. <u>Altered type 2</u> : Full automobile-type suspension mandatory. A Minimum of one hydraulic shock absorber per sprung wheel is mandatory. See General Regulations 3.2 and 3.4.
3.5	<b>TRACTION BARS</b>
	Permitted. See General Regulations 3.4 and 3.5.
3.6	<b>WHEELIE BARS</b>
	Permitted. See General Regulations 3.6.
4 – FRAME	
4.2	<b>BALLAST</b>
	Permitted. See General Regulations 4.2.
4.4.1	<b>TOW-STRAP HOOP</b>
	Mandatory on all Funny-Cars. See General Regulations 4.4.1.
4.5	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.
4.8	<b>PARACHUTE</b>
	Mandatory on any <b>vehicle</b> with a top speed in excess of 240km/h. Two Parachutes mandatory on any <b>vehicle</b> with a top speed in excess of 320km/h. If Parachutes are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.

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

7.6	<b>HOOD SCOOP</b>
	Permitted, one opening only. May not extend more than 279mm above the height of the hood surface as measured from the top of the hood-scoop opening directly down to hood surface. Hood must be stock size and contour of original body style. Cowl section may be molded to hood. A minimum of four fasteners must be used on the leading edge of all lift-off hoods. <b>Vehicles</b> without hood, must have a flash shield, or hood scoop in place of hood. See General Regulations 1.4 and 7.6.
7.7	<b>WINDSCREEN, WINDSHIELD, WINDOWS</b>
	Convertibles and roadsters may replace windshield with windscreen. Windshield mandatory on all other <b>vehicles</b> . See General Regulations 7.7 and 7.8.
7.8	<b>WINDSHIELD, WINDOWS</b>
	Mandatory, <b>vehicles</b> with top and windshield must be equipped with all windows. All windshields and windows except for windscreen must be clear, factory tinted safety glass or clear Plexiglas or other shatterproof material, 3mm minimum thickness. Plexiglas in windscreen prohibited, must be made of polycarbonate (Lexan or equal). Original Safety glass permitted. Class identification and race number decals permitted on rear quarter windows, rear window and upper corner passenger side front windscreen. See General Regulations 7.8.
<b>8 – ELECTRICAL</b>	
8.1	<b>BATTERIES</b>
	Permitted. See General Regulations 8.1.
8.2	<b>DELAY BOXES / DEVICES</b>
	Prohibited. See General Regulations 8.2.
8.3	<b>IGNITION</b>
	Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or “high-side” rev limiters permitted. Two-steps, Rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. See General Regulations 8.1, 8.3 and 8.5. The wire to the transbrake (or line-lock) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/ device. All wiring associated with the ignition system must be fully visible, labeled, and traceable.
8.4	<b>MASTER CUTOFF</b>
	Mandatory on any <b>vehicle</b> with a battery. See General Regulations 8.4.
8.6	<b>TAIL LIGHTS</b>
	Mandatory. See General Regulations 8.6.
8.7	<b>IGNITION SWITCH</b>
	Each <b>vehicle</b> in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
9.1	<b>COMPUTER</b>
	See General Regulations 9.1, 9.2 and 9.11.
9.2	<b>DATA RECORDER</b>
	Permitted. See General Regulations 9.1, 9.2 and 9.11.
9.3	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Minimum 2.2 kg system mandatory on all <b>vehicles</b> . Handheld fire extinguisher prohibited. Minimum 8.5kg system mandatory on all closed Body; supercharged, turbocharged and Nitrous assisted <b>vehicles</b> , or <b>vehicles</b> running on methanol. Each system must meet FIA Standard “FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars”, (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) or SFI Spec 17.1. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	<b>PUSH OR TOW VEHICLES</b>
	Permitted. See General Regulations 9.12.
9.14	<b>WARM-UPS</b>
	See General Regulations 9.5 and 9.14.

DRIVER	
ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L	
<b>10.1</b>	<b>APPAREL</b>
	See General Regulations 10.1.
<b>10.2</b>	<b>APPEARANCE</b>
	See General Regulations 10.2.
<b>10.3</b>	<b>ARM RESTRAINTS</b>
	Mandatory in all open-bodied <b>vehicles</b> and Funny-Cars. See General Regulations 10.3.
<b>10.4</b>	<b>LICENSE</b>
	Valid Competition License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum five (5)-point driver restraint system meeting FIA Standard 8853-2016, or SFI Spec 16.1, 16.5 or 16.6 mandatory. <b>Vehicles</b> running 7,50 sec, or quicker, must have a six (6)-point driver restraint system meeting above specifications. See General Regulations 10.5 and 10.11.
<b>10.7</b>	<b>HELMET</b>
	A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. The use of an Eject Helmet Removal System or a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 is recommended. In addition, any head sock/balaclava meeting the FIA Standard 8856-2018, which is indicated in the technical list as a balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed, is also recommended.
<b>10.8</b>	<b>NECK COLLAR - HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a neck collar meeting SFI Spec 3.3. is mandatory in all <b>vehicles</b> running 10.00 seconds and slower. A head and neck restraint device/system may be used in lieu of a neck collar. The use of a head and neck restraint device/system is mandatory in all <b>vehicles</b> running 9.99 seconds and quicker. See General Regulations 10.8
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Mandatory. See General Regulations 10.10.