

DRAG RACING : TECHNICAL REGULATIONS AND RACE PROCEDURES

The Basics of Drag Racing

WHAT IS A DRAG RACE?

In basic terms, a drag race is an acceleration contest from a standing start between two vehicles over a measured distance. The accepted standard for that distance is either a quarter-mile (402.336 m) or an eighth-mile (201.168 m). These contests are started by means of an electronic device commonly called a «Christmas Tree». Upon leaving the starting line, each contestant activates a timer which is, in turn, stopped when the same vehicle reaches the finish line. The start-to-finish clocking is the vehicle's E.T. (elapsed time), which serves to measure performance and often serves to determine handicaps during competition.

WHO CAN COMPETE?

Virtually anyone can compete in drag racing. Drivers are required to have a valid FIA International License, and must be capable of the safe operation of the vehicle. The vehicle must meet basic safety criteria (i.e.: have good brakes, be equipped with a seat belt, etc.). This applies to most streetable type vehicles. Faster, all-out race cars must meet more stringent requirements as outlined throughout this appendix, and drivers of Dragsters, Altereds, etc., must hold the appropriate License.

WHO WINS WHAT?

A drag racer's primary objective is to become the overall winner of the category of competition in which his/her car is classified. A series of two-car, tournament-style eliminations are conducted. The losing vehicle in each race is eliminated, while the winning drivers progress into succeeding rounds of competition. This series of races continues until one winning driver remains. That driver is declared the category's winner.

RESPONSIBILITY

Prime responsibility for the condition and operation of a vehicle in competition rests with the vehicle's owner and driver. The track operator's main concern is that of providing a place to conduct events. FIA produces guidelines based on experience gained in the production of events each year and circulates valid information to help perpetuate the sport and maintain good organization. Total responsibility for drag racing's progress, however, must be shared by everyone associated with the sport. Close observance of the standards set forth in this Appendix is an important fundamental.

E.T. HANDICAPPED RACING

While some racers choose to race vehicles they build to certain specifications to fit into a certain FIA class (outlined elsewhere in this appendix), an ever-growing number of racers choose to race in categories divided on the basis of performance or E.T. (elapsed time) Brackets. This is known as E.T. Handicap racing. This form of drag racing offers a good starting point for the novice wishing to become involved in the sport. However, thousands of drag racers enjoy E.T. Handicap Racing so much that they have participated in it for many years. In this form of racing, two vehicles of varying performance levels can race on a potentially even basis. The anticipated elapsed times for each vehicle are compared, with the slower car receiving a head start equal to the difference of the two. With this system, virtually any two vehicles can be paired in a competitive drag race. For example: car «A» has been timed at 17.78, 17.74 and 17.76 seconds for the quarter-mile (402.336 m), and the driver feels that a «dial-in» of 17.75 is appropriate. Meanwhile, the driver of car «B» has recorded elapsed times of 15.27, 15.22 and 15.26 on the same track and he has opted for a «dial-in» of 15.25. Accordingly, car «A» will get a 2.5- second head start over car «B» when the «Tree» counts down to each car's starting green light. If both vehicles cover the quarter-mile in exactly the predetermined elapsed time, the win will go to the driver who reacts quickest to the starting signal. That reaction to the starting signal is called «reaction time». Both lanes are timed independently of one another, and the clock does not start until the vehicle actually moves. Because of this, a vehicle may sometimes appear to have a mathematical advantage in comparative elapsed times but actually lose the race. This fact makes starting line reflexes extremely important in drag racing.

THE STARTING SYSTEM

Essentially, drag racing is a pairing of two vehicles against one another in a race through a straightaway course. Hence, the start is the key to its uniqueness, because all races start from a standstill. Today's modern starting system, commonly referred to as the «Tree», is a product of continued development, designed to provide each competitor with the fairest start possible. The system features a vertical series of lights, displaying a visual countdown for each driver. Most drivers try to make their move between the last amber light going off and the green light coming on. Technique in staging and starting is one of the most vital skills an E.T. Handicap drag racer

can develop, since a majority of races are won or lost at the starting line. Close observation and lots of practice pays off.

TIMING METHODS

Two separate performances are monitored for each run: the elapsed time and the speed. On an elapsed time run the car first leaves the starting line, connecting the beam which activates the electronic timer. As the car continues through the course, the timer records the elapsed seconds and fractions of seconds until the car breaks the finish line beam and stops the timer. Top speed is determined by the car breaking one additional light beam, at the finish line.

WHAT IS «BREAK-OUT» AND/OR «RED LIGHT»?

Should a driver go quicker than his/her predetermined E.T. «dial-in» it is a «break-out,» and grounds for exclusion. In the case of both vehicles making runs under their dial-ins, the win goes to the driver who breaks out the least. Another form of exclusion is a foul start (or «red-light»). This happens when the driver reacts to the «Tree» too quickly and drives away from the starting line before the green «go» signal. Should dual infractions occur, say a red-light and then a break-out, the red-light would be classified as the worst infraction.

FINAL TEXT

The final text for these regulations shall be the English version should any dispute arise over their interpretation.

SECTION 1

E.T. HANDICAP RACING, STOCK-BODY VEHICLES, ALTERED-BODY VEHICLES, DRAGSTERS

Each race track 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 E.T. Handicap Racing, some pertinent quarter-mile elapsed times are converted to eighth-mile (201.168 m) figures: 9.90 = *6.30; 10.00 = *6.40; 11.00 = *7.00; 12.00 = *7.50; and 14.00 = *8.60.

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

Data recorders are permitted in Advanced E.T. and Super Pro. Data recorders (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 divisions. Racers are advised to contact the respective ASN for regulations within that geographic area.

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 1A

E.T. SUPER PRO, PRO, SPORTSMAN 7.00 (*4.40) seconds or slower

DESIGNATIONS

E.T. SUPER PRO: 7.00 to 11.99 (*4.40-7.49) E.T. PRO: 9.00 to 13.99 (*5.70 to 8.59) E.T. SPORTSMAN: 12.00 to 19.99 (*7.50 to 12.60) Each racetrack has the option of substituting its own class titles and e.t. breaks. Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for 'playback' type tachometers) are prohibited in all other E.T. classes.

Any vehicle running faster than 135 mph (217.2 km/h) must meet minimum requirements for 9.99-second vehicles. Computers (except for OEM) are prohibited in all E.T. classes. Computers (except for OEM) are prohibited in all E.T. classes. References in this section identify performance limits for various equipment and safety applications.

REQUIREMENTS AND SPECIFICATIONS

1 ENGINE

1.1 ENGINE

Only one internal-combustion reciprocating automotive-type, one motorcycle or one snowmobile engine permitted. Motorcycle or snowmobile powered vehicles without reverse may not burnout across starting line. Harmonic balancer meeting SFI spec 18.1 mandatory in any car running 10.99 (*6.99) or quicker.

Crankshaft centerline must not exceed 24 inches (610 mm) from ground in any class, except trucks. Maximum height 36 inches (914 mm) for trucks running 12.00 and slower; 31 inches (787 mm) for trucks running 10.00 to 11.99; and 24 inches (610 mm) for trucks 9.99 seconds and quicker. See General Regulations 1.1.

1.2 EXHAUST SYSTEM

Competition exhaust permitted. Exhaust must be directed out of car to rear, away from driver and fuel tank. For cars running quicker than 7.50 (*4.50), see Advanced E.T. Requirements. See General Regulations 1.3.

1.3 FUEL

Racing gasoline, gasoline, methanol, gasohol, diesel, ethanol, natural gas and propane permitted. Nitromethane prohibited.

1.4 FUEL SYSTEM

All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All batteries, fuel lines, fuel pumps or filler necks located inside trunk require complete bulkhead of at least .024-inch (.6 mm) steel or .032 (.8 mm) 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. See General Regulations 1.5.

1.5 INDUCTION

Any induction permitted. Electronic fuel injection must be a «closed OEM type» system, i.e., monitors 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 FIA-accepted. A current list of FIA accepted electronic fuel-injection systems is available on fia.com.

1.6 LIQUID OVERFLOW

Catch-can mandatory for coolant overflow; one pint (.47l) minimum capacity. See General Regulations 1.7.

1.7 NITROUS OXIDE

Commercially available nitrous oxide permitted, including supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's 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.

1.8 OIL-RETENTION DEVICE

All vehicles permitted to utilize an FIA-accepted 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 of the harmonic balancer and rearward of the flywheel and must incorporate a minimum 2- inch-high lip on all sides. A nonflammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1.8.

1.9 SUPERCHARGER, TURBOCHARGER

Permitted on gasoline, racing gasoline, and methanol-burning cars. Supercharger restraint system meeting SFI Spec 14.1 mandatory on Roots type supercharger when methanol is used as a fuel. High helix and screw-type supercharger permitted. Screw-type supercharger - manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. Any OEM street-type blower permitted, must be FIA-accepted. See General Regulations 1.10, 1.11.

1.10 VALVE COVERS

Cast or fabricated metal valve covers, using all attachment bolt holes, mandatory on supercharged, methanol-burning cars.

2 DRIVE TRAIN

2.1 CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.1, 1.2 (2-disc maximum) mandatory on any car running 11.49 (*7.35) or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2 6.3, or 9.1 mandatory on all other cars running 11.49 (*7.35) or quicker. Cars with rotary engines running 11.49 (*7.35) or quicker must be equipped with a flywheel shield made of 1/4-inch (6.35 mm) minimum thickness steel plate surrounding the bell housing 360 degrees. See General Regulations 2.3, 2.5, 2.6, 2.10.

2.2 DRIVELINE

OEM production line all-wheel-drive vehicles permitted. Drive shaft loop required on all cars running 13.99 (*8.59) or quicker and utilizing slicks, except vehicles running 11.49 (*7.35) seconds or slower equipped with street tires. See General Regulations 2.4.

2.3 REAREND

Aftermarket axles and axle-retention device mandatory on any car running 10.99 (*6.99) or quicker or any car with locked differential. Cars running 10.99 (*6.99) or quicker that weigh more than 2,000 pounds (907 kg) and have independent rear suspension without upper and lower (both) control arms must replace swing axle rear end with conventional rear end housing (Example: 1963 through 1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or e.t. Must have 360 degree, minimum 1-inch wide by 1/4-inch thick (25 x 6.4 mm) axle retention loop on each axle. See General Regulations 2.11.

2.4 TRANSMISSION, After market Planetary

Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 9.99 seconds or quicker and equipped with aftermarket planetary transmission.

See General Regulations 2.12, 2.13.

2.5 TRANSMISSION, Automatic

Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 mandatory on any car running 10.99 (*6.99) or quicker or any car exceeding 135 mph (217.2 km/h). Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory on cars running 9.99 (*6.39) or quicker or any car exceeding 135 mph (217.2 km/h). See General Regulations 2.12, 2.14.

3. BRAKES & SUSPENSION

3.1 BRAKES

Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 (*4.99) or quicker. Minimum two rear-wheel (one calliper per wheel) hydraulic brakes mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 (*5.00) seconds. Dragsters running slower than 10.99 (*6.99) with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake rotor with dual callipers. See General Regulations 3.1.

3.2 STEERING

See General Regulations 3.3, 4.1.

3.3 SUSPENSION, ALTEREDS, DRAGSTERS

Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung wheel. Suspension optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheelbase. See General Regulations 3.2, 3.4, 3.5.

3.4 SUSPENSION, STOCK-BODIED CARS

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, 3.5.

3.5 WHEELIE BARS

Permitted. Wheels must be non-metallic. See General Regulations 3.6.

4. FRAME

4.1 BALLAST

Permitted. See General Regulations 4.2.

4.2 DEFLECTOR PLATE

Mandatory on rear-engine Dragsters. See General Regulations 4.3.

4.3 GROUND CLEARANCE

Minimum 3-inches (7.6cm) from front of car to 12-inches (30.5 cm) behind centreline of front axle, 2-inches (5.1 cm) for remainder of car, except oil pan and headers. See General Regulations 4.5.

4.4 PARACHUTE

Mandatory on any car with top speed in excess of 150 mph (241.4 km/h). See General Regulations 4.8.

4.5 ROLL BAR

Roll bar mandatory in all cars (including T-tops) running 11.00 (*7.00) to 11.49 (*7.35), in convertibles running 11.00 (*7.00) to 13.49 (*8.25), and in dune-buggy type vehicles running 12.00 (*7.50) seconds and slower. Permitted in all cars. See General Regulations 4.10, 10.6.

4.6 ROLL CAGE

Roll cage mandatory in cars running 10.99 (*6.99) or quicker or any car exceeding 135 mph (217.2 km/h).

Full bodied cars, with unaltered firewall, floor and body (from firewall rearward, wheeltubs permitted), running between 10.00 (*6.40) and 10.99 (*6.99) roll bar permitted in place of roll cage. In convertibles running 10.99 or quicker or exceeding 135 mph (217.2 km/h), roll cage mandatory. Cars running between 7.50 (*4.50) and 9.99 (*6.39) must have chassis inspected every three-years by the ASN and have a serialised sticker affixed to cage before participation. All new Street Roadsters must conform to SFI Spec 10.4. Existing Street Roadsters must meet SFI Spec 10.4 at their next scheduled recertification.

Rear-engine dragsters must conform to SFI Spec 2.7B; vehicles running 8.49 to 7.50 and/or exceeding 180 mph (286 km/h) must meet appropriate SFI Spec for body used. Plating of chassis prohibited for all cars manufactured after 1/1/2004. All others must conform to specs for body style used, as listed in General Regulations 4.11, 10.6.

4.7 WHEELBASE

Minimum 90-inches (2.286 m), unless car has original engine. Maximum wheelbase variation from left to right: 1-inch (2.5 cm). Dragsters: 2-inches (5.1 cm). Minimum front tread width: 26-inches (66.0 cm) on any Dragster.

5. TIRES & WHEELS

5.1 TIRES

Racing slicks permitted. Minimum diameter of 13-inches on front tires of any Dragster.

5.2 WHEELS

Must be automotive-type wheels suitable for street use. Minimum wheel size: 13-inches (33.0 cm) (unless originally equipped with smaller wheels and vehicle is equipped with original engine). The thread engagement on all wheel studs to the lug nut, or lug bolt to wheel hubs, must be equivalent to or greater than the diameter of the stud. Length of the stud/bolt does not determine permissibility; length of the engagement between the stud and lug determines permissibility. Automotive-type wire wheels or motorcycle wheels permitted on front axle only of Dragsters weighing 1,800 pounds (816.5 kg) or less. See General Regulations 5.2.

6. INTERIOR

6.1 SEATS

Properly braced, framed and supported seats constructed of aluminum, composite material, double layer poly or fibreglass (automotive accessory seats) permitted. See General Regulations 6.2.

6.2 SHEET METAL

Driver compartment interior must be aluminum, steel, ASN- accepted carbon fiber, or fibreglass. Magnesium prohibited.

6.3 UPHOLSTERY

Optional. See General Regulations 6.2.

6.4 WINDOW NET

Mandatory in any full bodied car required by the rules to have a roll cage. See General Regulations 6.3.

7. BODY

7.1 AIRFOIL, ALTEREDS, DRAGSTERS

A positive-locking device mandatory on all airfoils. Side-mount canard-type wings permitted. No part of wing may be within 6- inches (15.2 cm) of a tire. Front overhang not to project more than 30-inches (76.2 cm) forward of front spindle.

7.2 AIRFOIL, BODIED VEHICLES :

Non-OEM airfoils permitted; must be permanently attached to frame or rollcage, and non-adjustable during run

7.3 BODY, ALTERED-BODY VEHICLES

May be chopped, channeled, sectioned, streamlined, etc. Sedan delivery, 1-ton max. trucks or sedan pickups (Rancho, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

7.4 BODY, DRAGSTERS

Body and cowl must be constructed of metal, fiberglass or composite material and extend forward to firewall. Driver compartment must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface should an incident occur. Sub-flooring independent of car body, is mandatory in Dragsters which allow driver's legs to rest on bellypan or chassis. On front-engine cars, intake scoop may not extend more than 11-inches (27.9 cm) above height of carburetor top. Front wheel fairings prohibited.

7.5 BODY, STOCK-BODIED VEHICLES

Must have full top and windshield. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance, altered fenders must have edges re-rolled or beaded.

7.6 FIREWALL

Mandatory. See General Regulations 6.1, 7.4.

7.7 FLOOR

Mandatory. See General Regulations 6.1, 7.5.

7.8 HOOD

Optional. Carburetors must be covered by flash shield or scoop. Hood scoop permitted. See General Regulations 4.1, 7.6.

7.9 WINDSHIELD, WINDOWS, ALTEREDS, DRAGSTERS

Optional. Windscreen mandatory. See General Regulations 7.7, 7.8.

7.10 WINDSHIELD, WINDOWS, STOCK-BODIED VEHICLES

Mandatory, must be in good condition and free from cracks. May be replaced with shatterproof material, 1/8-inch (3.2 mm) 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 races, need not be operable. Decals permitted on rear quarter and rear window only.

See General Regulations 7.8.

8. ELECTRICAL

8.1 BATTERIES

Batteries must be securely mounted, may not be located in driver compartment. See General Regulations 8.1.

8.2 DELAY BOX / DEVICE

Permitted in Advanced E.T. and Super Pro 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 transbrake, shift timer, and/or throttle timer only. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system.

No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel-injection system, etc.) and the delay box/device. All wiring associated with the delay device, throttle-stop timer, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labeled, and traceable.

The rpm-based automatic shifters that are incorporated into some delay boxes/devices may not be used for any purpose. The built-in tachometer that is incorporated into some delay boxes/devices may not be used for any purpose.

Except for the disabling of automatic shifter and built-in tachometer functions, delay devices and associated components (such as transbrakes, 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 are prohibited. See General Regulations 8.2.

8.3 IGNITION

Timed ignition interruption devices (stutter boxes) prohibited. Starting line and/or «high side» rev limiters permitted. Two- steps, Rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. See General Regulations 8.1, 8.3, 8.5. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/device. All wiring associated with the ignition system must be fully visible, labelled, and traceable.

8.4 INSTRUMENTS

One tachometer allowed. No wiring (other than the two step/launch-control wire that splices into the transbrake or line-loc 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

8.5 MASTER CUTOFF

Mandatory on any car with a battery running 9.99 (*6.39) or quicker, or any car exceeding 135 mph (217.2 km/h) or on any car where the battery is relocated into the trunk area. See General Regulations 8.4.

8.6 TAIL LIGHTS

One functional taillight mandatory. Flashing, blinking or strobe lights prohibited. See General Regulations 8.6.

9. SUPPORT GROUP

9.1 COMPUTER

Prohibited. See General Regulations 9.1.

9.2 DATA RECORDER

Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for «playback»-type tachometers) are prohibited in all other E.T. classes. See General Regulations 9.2.

9.3 FIRE EXTINGUISHER SYSTEM

Permitted, must be securely mounted. See General Regulations 9.3.

9.4 PUSH BAR

Push bar must be designed to prevent push car from riding up on rear wheel of open-wheeled race cars. See General Regulations 9.8.

9.5 TOW VEHICLES

Permitted in Super Pro only. See General Regulations 9.10.

9.6 WARMUPS

See General Regulations 9.4, 9.12.

10. DRIVER

(ALSO REFER TO FIA INTERNATIONAL SPORTING CODE, APPENDIX L)

10.1 ARM RESTRAINTS

Mandatory in open-bodied cars running 11.99 (*7.49) or quicker. See General Regulations 6.3, 10.3.

10.2 CREDENTIALS

Valid FIA Competition License mandatory. See General Regulations 10.4.

10.3 DRIVER RESTRAINT SYSTEM

Seat belt mandatory in all cars. Three-inch (7.6 cm) driver restraint system meeting SFI Spec 16.1, mandatory in any car running 11,49 (*7,35) or quicker, in convertibles running 13,49 (*8,25) or quicker, and Dune buggy type vehicles running 12.00 (*7.50) seconds or slower. SFI 16.1 restraint system, when required, includes crotch strap, and must be updated at two-year intervals from date of manufacture. See General Regulations 10.5, 10.11.

10.4 HEAD PROTECTOR

Mandatory on any car with a roll bar or roll cage. See General Regulations 10.6.

10.5 HELMET

Drivers in all 13.99 (*8.59) or quicker cars and all dune-buggy- type vehicles running 14.00 (*8.60) or slower must wear a helmet meeting Snell 2000, 2005 or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 Specs. Drivers in supercharged, front-engine, open-bodied cars and Funny Cars must wear a helmet meeting Snell SA2000, SA2005 or SFI 31.1A, 31.2A, or 31.1/2005 Specs. Alternatively, any helmet in conformity with the current FIA Technical list n°25 and not noted as being for Autocross only is accepted.

See General Regulations 10.7. For all 10.00 and slower dune-buggy-type vehicles and all 10.00 to 13.99 open-bodied front-engine or rear-engine supercharged, turbocharged, nitrous, or naturally aspirated cars, a full face Snell K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and visor mandatory (goggles prohibited).

For all 9.99 and quicker closed-bodied cars, a full-face Snell K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; visor permitted (goggles prohibited).

For all 9.99 and quicker open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-faced Snell SA 2000, SA2005, or SFI 31.2A helmet and visor mandatory (goggles prohibited).

For all 9.99 and quicker open-bodied front-engine or rear engine naturally aspirated cars, a full-face Snell K2005, SA2000, SA 2005, SFI 31.2A, or 41.2A helmet and visor mandatory (goggles prohibited). See General Regulations 10.7.

10.6 NECK COLLAR

Neck collar meeting SFI Spec 3.3 mandatory in all cars running 9.99 (*6.39) or quicker, or cars exceeding 135 mph (217.2 km/h). A head and neck restraint device/system may be used in lieu of a neck collar. See General Regulations 10.8.

10.7 PROTECTIVE CLOTHING

Full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No tank tops. No open-toe or open heel shoes or sandals. Synthetic clothing not recommended. If SFI Spec 3.3 neck collar is required and driver opts to use head and neck restraint system instead, then SFI Spec 3.3 head sock, or SFI Spec 3.3 skirted helmet mandatory. See General Regulations 10.10.

10.00 (*6.40) to 13.99 (*8.59); all E.T. non-OEM supercharged, non-OEM turbocharged, or nitrous-equipped cars with an OEM or .024-inch (.6 mm) steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

10.00 (*6.40) to 13.99 (*8.59); all E.T. supercharged, turbocharged, or nitrous-equipped cars without a full OEM or .024-inch (.6 mm) steel firewall: Jacket meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

10.00 (*6.40) to 11.49 (*7.35): Jacket meeting SFI Spec 3.2A/1 mandatory. 10.00 (*6.40) to 11.49 (*7.35); all E.T. naturally aspirated, OEM supercharged, or OEM turbocharged with a full OEM or .024- inch (.6 mm) steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

9.99 (*6.39) to 7.50 (*4.50) or any vehicle exceeding 135 mph (217.2 km/h): Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

All open-body vehicles running 11.99 or quicker: Gloves meeting SFI Spec 3.3/1 and arm restraints mandatory.

Dune-buggy or dune-buggy-type vehicles, 12.00 (*7.50) or slower: Jacket meeting SFI Spec 3.2A/1, gloves meeting SFI Spec 3.3/1, and arm restraints mandatory.

9.99 (*6.39) to 7.50 (*4.50) front-engine, open-bodied vehicles (or closed-bodied without an OEM or full .024-inch [.6 mm] steel firewall) with nitrous oxide, supercharged, or turbocharged: Jacket and pants meeting SFI Spec 3.2A/15, gloves, and shoes or boots meeting SFI Spec 3.3/5 mandatory.

Any vehicle with an automatic transmission in driver compartment (no floor covering transmission): Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.

Full-bodied or front-engine vehicles, supercharged or turbocharged with alcohol 9.99 and faster: Suit meeting SFI Spec 3.2A/15, gloves and boots meeting SFI Spec 3.3/5 mandatory.

Rear-engine, open-bodied vehicles, supercharged or turbocharged with alcohol 9.99 and faster: Suit meeting SFI Spec 3.2A/15, gloves and boots meeting SFI Spec 3.3/5 mandatory.

Naturally aspirated (all others including with alcohol): Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

FULL DRAG RACING : TECHNICAL REGULATIONS AND RACE PROCEDURES:

[http://argent.fia.com/web/fia-public.nsf/50E84CFBB895D4EFC125767E004C39C0/\\$FILE/2010%20Drag-RT%20et%20Proc%20Course_27.10.09.pdf.pdf](http://argent.fia.com/web/fia-public.nsf/50E84CFBB895D4EFC125767E004C39C0/$FILE/2010%20Drag-RT%20et%20Proc%20Course_27.10.09.pdf.pdf)