



2024

## Specific Regulations for FIA Drag Racing

These Technical Regulations provide guidelines and minimum standards for the construction and operation of vehicles used in FIA Drag Racing. It is the responsibility of the participant to be familiar with the contents of these Technical Regulations and to comply with its requirements. It is not the responsibility of the officials to discover all potential rule compliance issues. The responsibility for compliance with these Technical Regulations rests first and foremost with the competitor. Additional safety equipment or safety-enhancing equipment is always permitted and the levels of safety equipment stated in these Technical Regulations are minimum prescribed levels for a particular type of competition and do not prohibit the individual competitor from using additional safety equipment.

Competitors are encouraged to investigate the availability of additional safety devices or equipment for their type of competition.

In disputed cases, whether an item, device or piece of equipment is safety-enhancing or performance-enhancing will be determined by the FIA Technical Delegate or the FIA Technical Department.

Furthermore, as to performance-enhancing equipment, it is the general principle that unless optional performance-enhancing equipment or performance-related modifications are specifically permitted by these Technical Regulations, they are prohibited.

Throughout these Technical Regulations, a number of references are made for particular products and equipment to meet certain standards and specifications (i.e. FIA-Standard, SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet 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 cars, parts, and/or equipment will not be considered approved by reason of having passed through technical inspection/scrutineering at any time, or any number of times. Moreover, having passed through technical inspection/scrutineering at any time, or any number of times, is not a defence to a violation found on further inspection.

### SECTION 7 - PRO MODIFIED

#### DESIGNATION

PM, preceded by car number. Classes of competition within the Pro Modified category are for supercharged, methanol-burning, turbocharged-methanol or gasoline-burning or nitrous-assisted, gasoline-burning full-bodied cars.

#### CLASS WEIGHT BREAKS

Minimum weight at the conclusion of the run, including driver:

Supercharged Entries: maximum 8619cm<sup>3</sup> (526 in<sup>3</sup>) – 1179kg

Turbocharged Entries: maximum 8619cm<sup>3</sup> (526 in<sup>3</sup>) – 1202kg

Nitrous-assisted Entries: maximum 14912cm<sup>3</sup> (910 in<sup>3</sup>) – 1100kg

Nitrous-assisted Entries with lock-up converter: maximum 14912cm<sup>3</sup> (910 in<sup>3</sup>) – 1111kg

Chapter	REQUIREMENTS AND SPECIFICATIONS
<b>1 – ENGINE</b>	
<b>1.1</b>	<b>COOLING SYSTEM</b>
	Radiator permitted. Electrically driven fan and water pump permitted. See General Regulations 1.1.
<b>1.2</b>	<b>ENGINE</b>
	Internal-combustion, reciprocating, single-camshaft, 90° V-8 automotive-type engine mandatory. All engine combinations must a manufacturer part number present. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Max. bore center on Nitrous assisted entries is 134.62mm (5.300"). Max. bore center on turbocharged billet hemi cylinder-head entries is 122.94mm (4.840"), 127mm (5.000") on all other turbocharged entries. Max. bore center on supercharged billet hemi cylinderhead entries is 124.46mm (4.900"), 127mm (5.000") on all other supercharged entries. When used, harmonic balancer must meet SFI Spec 18.1. On supercharged engines, a positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. See General Regulations 1.2.
<b>1.2.1</b>	<b>CYLINDER HEADS</b>
	Hemi, canted-valve, or wedge cast heads permitted. Billet heads permitted. Maximum of one (1) spark plug per cylinder. Max. two valves per cylinder. Max. valve sizes on supercharged cars: intake 60.96mm (2.400"); exhaust 48.26mm (1.900"). Max. valve sizes on turbocharged cars: intake 62.23mm (2.450"); exhaust 48.26mm (1.900").
<b>1.2.2</b>	<b>ENGINE SETBACK</b>
	Maximum engine setback limited to 10% of wheelbase as measured from centerline of front spindle to center of front spark-plug hole
<b>1.3</b>	<b>EXHAUST SYSTEM</b>
	Competition type exhaust system required. Exhaust gases must be directed out of body, rearward, away from driver and fuel system. See General Regulations 1.3.

<b>1.5</b>	<b>FUEL SYSTEM</b>
	Aftermarket fuel cell meeting FIA Standard FT3, FT3.5 or FT5-1999 recommended. Fuel cell must be vented to outside of the body and equipped with a flash shield to isolate driver compartment. Fuel cell/tank must have positive-lock cap. Where fuel cell is used it must meet SFI Spec 28.1 or FIA Standard FT3, FT3.5 or FT5-1999. Fuel cell/tank must be mounted between framrails and enclosed in a round tube frame, minimum 1/4"x0.065" chromemoly, Titanium Grade 9 or Docol R8 tubing. Artificial cooling or heating systems (i.e. cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel-pump system, prohibited. Water injection permitted on nitrous entries only; only water permitted in water injection system. The fuel temperature from the staging lane to the fuel check after completion of the run must not be lower than 7° C (45° F). Should ambient temperature be less than 7° C (45° F), fuel temperature may not be less than ambient. Failure to pass the minimum fuel temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. Failure to pass the minimum fuel temperature check after a run will result in the disqualification of that run.
<b>1.5.1</b>	<b>CARBURETOR AND ELECTRONIC FUEL INJECTION</b>
	Any number or type of carburetors or throttle bodies may be used. Electronic fuel injection (EFI) permitted. EFI entries must have FIA-accepted ECU, software and firmware if integrated Data Recorder is used. See General Regulations 9.1 and 9.11.
<b>1.5.2</b>	<b>INTAKE MANIFOLD</b>
	Manifold burst panel mandatory on all entries. Supercharged and turbocharged entries must have a manifold burst panel meeting SFI Spec 23.1. Nitrous-assisted entries must have an FIA-accepted intake restraint system.
<b>1.6</b>	<b>FUEL</b>
	FIA-accepted unleaded racing gasoline or methanol mandatory. Unleaded gasoline, ethanol, methanol with nitrous oxide permitted. The use of propylene oxide and/or nitromethane is prohibited. See General Regulations 1.6.
<b>1.6.1</b>	<b>NITROUS OXIDE</b>
	The use of Nitrous Oxide is prohibited on supercharged and turbocharged cars. Maximum of two (2) bottles, with a 6.8kg maximum per bottle. Each Nitrous bottle must be equipped with a safety relief valve which is vented to the outside of the driver compartment. No bottle may be turned on until after burnout is completed. A Hobbs switch is mandatory <b>on all cars utilizing carburetors</b> , and must be installed so that the nitrous system may only be activated <b>with</b> sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum CE or DOT-1800 pound (124 bar) rating. Commercially available, thermostatically controlled, blanket-type heater accepted. Any other external heating of bottle(s) is prohibited. See also General Regulations 1.6.
<b>1.8</b>	<b>LOWER ENGINE CONTAINMENT DEVICE</b>
	All entries must be equipped with a properly fitting lower-engine ballistic/restraint device meeting SFI Spec 7.1. An engine oil-retention pan is mandatory. Minimum material size is 1.3mm aluminum or 1mm carbon fiber/Kevlar. The engine oil retention pan must run from in front of the front motor plate to in front of the rear motor plate and to just inside or outside the lower frame rails. Engine oil retention walls must be a minimum of 51mm high. Front and rear walls must be "curved" toward the oil pan a minimum of 13mm to keep the oil in the oil retention device. A non-flammable, oil-absorbent material is mandatory inside of the retention device. See General Regulations 1.8.
<b>1.9</b>	<b>OIL SYSTEM</b>
	All pressurized flexible oil lines must pass a minimum 20.7 bar (300 psi) 30-second pressure test. See General Regulations 1.9.
<b>1.10</b>	<b>SUPERCHARGER</b>
	Standard or high helix Roots-type mandatory. Maximum size: 14-71. Screw-type and centrifugal-type supercharger prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 381mm. Offset drive pulleys may not be used to add to the accepted measurement. All manifold configurations and supercharger locations must be accepted prior to competition. The use of spacers, modified cases, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. Maximum supercharger overdrive on all combinations is 16,5%. Manufacturer's identification must be clearly visible on all drive pulleys. Intercoolers, variable multi-speed supercharger devices, prohibited. Nitrous oxide injection with supercharged engines prohibited. Cast or billet cases permitted. The top opening of case may not exceed 305mm in length and 127mm in width. Supercharger openings must be fixed from leaving the water box (Burnout Box) until the end of the run. See General Regulations 1.10.
<b>1.10.1</b>	<b>TURBOCHARGER</b>
	Single 120mm or twin 91mm turbochargers maximum. Intercoolers prohibited. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. All turbochargers must meet SFI Spec. 61.1. Nitrous oxide injection with turbocharged engines prohibited. Maximum permitted turbo boost is 36 psi. Boost controller manufactured by Hyperaktive Performance Solutions, part No. PMBL is mandatory. No other boost controller or form of boost control permitted. Must be installed per manufacturer's instructions. Any modification to or any attempt to disable or defeat the boost controller is prohibited. Any attempt to corrupt or delete data associated with the boost controller is prohibited. Maximum boost may only be set by FIA officials.
<b>1.10.2</b>	<b>CENTRIFUGAL SUPERCHARGER</b>
	Prohibited.
<b>1.11</b>	<b>SUPERCHARGER RESTRAINT DEVICE</b>
	Supercharger restraint system meeting SFI Spec 14.2 mandatory, including injector restraint straps. Supercharger belt guard mandatory and must shield both oil and fuel lines. See General Regulations 1.11.
<b>1.12</b>	<b>THROTTLE</b>
	Throttle control must be manually operated by the driver's foot. Electronics, pneumatics or hydraulics are permitted for start- line/staging rpm limiters only. See General Regulations 1.12.
<b>1.13</b>	<b>VENT TUBES</b>
	All tubing material must be flame-resistant and be FIA-accepted prior to use.
<b>1.14</b>	<b>VALVE COVERS</b>
	Metal valve covers, using all attachment bolt holes, mandatory on all cars. See General Regulations 1.14

<b>2 – DRIVETRAIN</b>	
<b>2.3</b>	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD AND MOTOR PLATE</b>
	<p>Flywheel and clutch meeting SFI Spec 1.4, or 1.5, three (3) discs maximum with a maximum disc diameter of 279.40mm (11") or four (4) discs with a maximum disc diameter of 203.20mm (8"). Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory. When an OEM or aftermarket automatic transmission is utilized, an SFI Spec 6.2, 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory. Maximum depth of flywheel shield: 238.76mm (9.400"). Clutch must be manually operated by the driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throwout bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited.</p> <p>See General Regulations 2.3, 2.5, 2.6 and 2.8.</p> <p>The motor plate must be attached to the chassis using at least two (2) welded mounting points with minimum 10mm Grade 8 (12.9) bolts and full nuts. At least two (2) additional welded mounting points (using the motor plate, front block plates, etc) are required to secure the engine to the chassis also with minimum 10mm Grade 8 (12.9) bolts and full nuts.</p>
<b>2.4</b>	<b>DRIVELINE</b>
	<p>Driveshaft should be fabricated from a minimum 76x2.11mm (3"x0.083") chrome moly or Docol R8 tube or meet SFI Spec 43.1. May be modified or fabricated to fit altered units. Front-wheel drive may be converted to rear-wheel drive. Each end of driveshaft must have rounded 360° driveshaft loops within 152mm of the U-joints. Full 360° driveshaft tube mandatory over the yoke, extending from the transmission tail shaft rearward a minimum length of 229mm. Minimum thickness of the driveshaft tube housing is 1.3mm chrome moly, titanium or Docol R8. Two (2)-piece design accepted with minimum six (6) 10mm Grade 8 bolts. See General Regulations 2.4.</p>
<b>2.11</b>	<b>REAR END</b>
	<p>Aftermarket full-floating axle assembly mandatory. Aftermarket axles with minimum 16mm diameter studs and axle-retention device mandatory. Welded spider gears prohibited. Final rear-end gear ratio (numeric) higher than 4.57:1 prohibited on supercharged cars. See General Regulations 2.11.</p>
<b>2.12</b>	<b>TRANSMISSION</b>
	<p>Aftermarket planetary, clutchless, automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Supercharged and Turbocharged entries limited to maximum of three forward speeds and one reverse; nitrous-assisted entries limited to a maximum of five forward speeds and one reverse. Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory.</p> <p>All entries utilizing an automatic transmission must be equipped with a neutral safety switch and a reverse lockout. Bolt together torque converters must be through bolt design using a minimum Grade 8 (10.9) bolt with lock nut. Transmission brake permitted on all converter-equipped entries, electric transbrake release system only. Lockup converters are prohibited on supercharged and turbocharged combinations. Lockup converters are permitted on nitrous-assisted combinations. Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated, timer type, with pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. Alternative transmission staging device permitted on converter cars. Manipulation of transmission- or converter oil pressure or volume other than at the startline is prohibited. Transmission oil pressure manipulation control must be disarmed and non-functional upon the release of the transbrake or any other device used when launching the car. See General Regulations 2.12, 2.13 and 2.14.</p>
<b>2.14.1</b>	<b>BELLY PAN</b>
	<p>Transmission Belly Pan mandatory on all entries using a Torque Converter or an automatic transmission. Pan must extend from framrail to framrail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft. Non-flammable, oil absorbent liner is mandatory inside of belly pan.</p>
<b>3 – BRAKES AND SUSPENSION</b>	
<b>3.1</b>	<b>BRAKES</b>
	<p>Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic brakes mandatory. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory on rear wheels for cars constructed in January 2012 or later. Brake lines must be out of flywheel and driveline area. Dual master cylinders mandatory; must be mounted above framrails. Steel and/or braided steel brake lines mandatory. Line-loc systems permitted. Two (2) line-loc solenoids and one (1) button permissible. Using the line-loc for traction control is prohibited. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. See General Regulations 3.1.</p>
<b>3.3</b>	<b>STEERING</b>
	<p>Stock-type steering in conventional location mandatory. A quick-release mechanism for the steering wheel is mandatory. See General Regulations 3.3 and 4.1</p>
<b>3.4</b>	<b>SUSPENSION</b>
	<p>Full automobile production systems mandatory. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel for a maximum of four per car. Fabricated units permitted. Lightening of stock components prohibited. Rigid-mounted suspensions or straight front axles prohibited. Minimum travel front and rear 25mm. Lockup shocks prohibited. Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on "real time" data or input from any source, including the shock/strut itself (ie. magnetically charged fluid), is prohibited. Electrically or pneumatically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before run. Only one three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on the control box prohibited once car reaches the burn out area. All wiring must be visible and easily traceable for technical inspector. Control boxes must be FIA-accepted. Accepted boxes are the old Koni and the Koni/MSD. Bottom of shock/strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3.4.</p>
<b>3.6</b>	<b>WHEELIE BARS</b>
	<p>Permitted. Maximum length, 2642mm as measured from centerline of rear-end housing to center of wheelie-bar wheel. See General Regulations 3.6.</p>

4 – FRAME	
4.2	<b>BALLAST</b>
	Permitted. Maximum allowable ballast 113kg. Any ballast mounted on, or in front of, forward crossmember is limited to 13,6kg maximum, including bracket. Maximum length of bracket 305mm, measured from the front of the crossmember. Maximum distance from front motor plate to front of bracket is 914mm. Bracket may be constructed of either minimum 31.75x1.47mm (1¼"x0.058") round chrome moly tubing with minimum four (4) 10mm diameter SAE Grade 8 bolts for attachment, or of minimum 6mm 6061 T6 aluminum plate with minimum four (4) 12mm SAE Grade 8 bolts for attachment. All other weight bars, pucks, etc. must use minimum 12mm diameter SAE Grade 8 bolts for attachment. See General Regulations 4.2.
4.3	<b>HELMET SHROUD</b>
	If a Funny Car style helmet shroud (optional) is used, all bolts retaining panels to the roll-cage need to be a 13mm hex-style head that is easily accessible with the door open. Any portions of the paneling that are not accessible with the door open must be of tongue and groove or similar style retention in order to allow easy removal of the shroud once accessible front hex head bolts are removed. See General Regulations 4.3.
4.5	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.
4.8	<b>PARACHUTE</b>
	Two (2) parachutes mandatory. Parachute packs and unpacked shroud lines must be protected with fire-resistant material from the mounting point to the pack. Separate shroud-line mounting points with 12mm sleeved 12.9 (grade 8) bolts. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
4.11	<b>ROLL-CAGE</b>
	Chassis must meet SFI Spec 25.1H. Upper rear engine mounting minimum O.D. 31.75x1.47mm (1¼"x0.058") mandatory on cars without double frame rails. An additional panel(s) of 0.8mm aluminum, 0.6mm steel or carbon fiber must be installed in the roll-cage roof area. The panel(s) must, at a minimum, extend from the driver side roof bar to the centerline of the car. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection. A panel of 0.8mm aluminium, 0.6mm steel, or carbon fibre must be installed on the inside portion of the roll-cage anywhere the driver's legs can come into contact with the cage. Panels must be installed in the front and lower portion of the driver-side x-brace. Panels must not be attached to rocker bar (7A), Windshield/Roof bar (12A) or Main Hoop (10) (see Drawing 45). Optional padding may be attached to the panels. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. See General Regulations 4.11.
4.11.1	<b>ROLL-CAGE PADDING</b>
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	<b>WHEELBASE</b>
	Minimum 2540mm, maximum 2921mm. Full-size trucks, maximum 3556mm. S-10, Dakota, Ranger, maximum 3175mm. Maximum variation from left to right is 51mm. See General Regulations 4.12.
5 – TIRES AND WHEELS	
5.1	<b>TIRES</b>
	Tires may not extend outside body line. Minimum rear tire circumference 2768mm at tire pressure 0.35 bar (5psi) on supercharged cars. Maximum height of front tires is 635mm. See General Regulations 5.1.
5.2	<b>WHEELS</b>
	SFI Specs 15.1 or 15.3 rear wheels measuring 16"x16" with double bead locks or liners mandatory. Modification and/or lightening prohibited. Wheel discs or covers prohibited. See General Regulations 5.2.
6 – INTERIOR	
6.1	<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 car in maximum 8 seconds through the Driverside Door, or in maximum 14 seconds through the "Passengerside" Door. See General Regulations 6.1.
6.2	<b>DRIVER SEAT</b>
	Mandatory, must be minimum 610mm high. See General Regulations 6.2.
6.2.1	<b>UPHOLSTERY</b>
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. See General Regulations 6.2.1.
6.2.2	<b>INTERIOR SHEETING</b>
	Driver compartment interior must be aluminum, steel, or carbon fiber. Magnesium prohibited. Interior sheeting 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>
	Window net meeting SFI Spec 27.1 or a window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory. See General Regulations 6.3.

<b>7 – BODY</b>	
<b>7.1</b>	<b>WING</b>
	Rear wing or spoiler must be accepted by FIA prior to competition. No part of rear wing or spoiler may be higher than the roof line unless OEM was higher. Adjustment during run prohibited. See General Regulations 7.1.
<b>7.1.2</b>	<b>BODY</b>
	Both doors must be functional from inside and outside. One-piece or Funny Car-type bodies prohibited. Front overhang not to exceed 1143mm measured from the center of the most forward front spindle, to the most forward point of the bodywork. If front overhang of selected body is less than the maximum of 1143mm, an extension accepted by the ASN Technical Director may be added to reach the maximum length. Any non metallic front-end body parts (forward of firewall) must be covered with SFI 54.1 flame retardant coating. The coating must be applied according to the manufacturer's specifications and recommendations. No holes permitted in rear of body. Two hinged openings with total maximum of 774,2cm <sup>2</sup> permitted. Maximum 25mm rocker panel extensions and fender flares (lips) permitted. Lip may not extend beyond forward half of wheel opening. All windows must be retained with 50% of original cowl showing. New car plans must be submitted to ASN Technical Director for design approval prior to body construction, along with three photos of completed body prior to painting. All models must be accepted prior to competition. If a particular body style is creating a condition that is detrimental to the variety of the eliminator, adjustments may be made at any time, at the discretion of FIA Drag Racing Commission. All entries must incorporate a metal deflector (firewall extension) between the fenders and leading edge of the doors such that fire, liquids, etc., cannot come around the edge of the firewall and into the driver compartment. Rear wheel wells must provide a bulkhead between wheels and driver compartment.
<b>7.4</b>	<b>FIREWALL</b>
	Minimum 0.6mm steel or titanium firewall mandatory. Moving the stock firewall rearward for engine installation permitted. Aluminum, magnesium, or composite material prohibited. See General Regulations 7.4.
<b>7.5</b>	<b>FLOOR</b>
	Driver-side floor pan must be a minimum of 0.6mm steel and must be welded in place. Remainder of floor must be 0.6mm steel, 0.8mm aluminium or carbon fiber. Magnesium interior panels prohibited. See General Regulations 7.5.
<b>7.6</b>	<b>HOOD, HOOD SCOOP AND INJECTOR SCOOP</b>
	Permitted, one opening only. May not extend above the roof line. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. Nitrous-assisted entries must utilize either a hood scoop or cowl hood to completely cover carburetors. Throttle bodies only may be exposed on fuel-injected nitrous-assisted entries. Supercharger style injector scoops are not permitted on nitrous-assisted entries. On supercharged entries, injector scoop may not extend more than 406mm forward of the center of the forward engine cylinder, may not extend more than 254mm behind the center of the rear engine cylinder, and the top of the injector scoop may not be more than 38mm above the horizontal roof line. Burst panel on top of hood scoop permitted. See General Regulations 7.6.
<b>7.8</b>	<b>WINDSHIELD, WINDOWS</b>
	Full windows mandatory, 3mm polycarbonate material, such as Lexan MR 4000, permitted. Windows must be closed; need not be operative. Cutting and/or notching windshield permitted if covered by hood and/or scoop. The side windows on all entries must have a minimum 102mm diameter opening adjacent to the driver (1 per side). See General Regulations 7.8
<b>8 – ELECTRICAL</b>	
<b>8.1</b>	<b>BATTERIES</b>
	Maximum total weight wet, fully charged, including battery box: 45.4kg. The use of remote-mounted battery packs permitted for starting purposes only. Onboard starter optional. See General Regulations 8.1.
<b>8.2</b>	<b>DELAY BOXES / DEVICES</b>
	Prohibited. See General Regulations 8.2.
<b>8.3</b>	<b>IGNITION</b>
	Maximum one (1) magneto or distributor, maximum one (1) spark plug per cylinder. Magneto systems are limited to a single 44-amp maximum output system. The use of MSD 8973 unit is permitted on supercharged and turbocharged entries. The use of MSD 7531 unit is permitted on nitrous-assisted entries only. Electronic starting line rpm limiters ( <i>two-steps</i> ) and MSD 7730 Power Grid units are permitted on all entries. See General Regulations 8.3.
<b>8.4</b>	<b>MASTER CUTOFF</b>
	Master electrical cutoff switch required, must be marked "push off". See General Regulations 8.4.
<b>8.6</b>	<b>TAILLIGHT</b>
	One functional taillight mandatory. See General Regulations 8.6.
<b>8.7</b>	<b>IGNITION SWITCH</b>
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.



<b>9 – SUPPORT GROUP</b>	
<b>9.1.1</b>	<b>AUTOMATED SHIFTERS</b>
	Prohibited.
<b>9.1.2</b>	<b>SHUTOFF DEVICE</b>
	All Entries are required to have a properly installed and operational Electrimotion Pro Mod Shutoff Controller Kit ( <i>part number SB001</i> ) and <i>Electrimotion Shutoff Receiver (part number RF001)</i> . Nitrous assisted cars are required to have an additional 1 bar ( <i>14 psi</i> ) manifold pressure switch or an equivalent operating device connected to the Fire Bottle trigger input. The Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver must be properly installed (see Drawings 31 to 35 and manufacturer's instructions). All Entries equipped with an electric fuel pump must have the fuel pump power source looped through the Safety Shutoff device. Modifying or tampering with the Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver is prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.
<b>9.2</b>	<b>DATA RECORDERS</b>
	Data recorders are permitted, must be standalone, FIA-accepted, and used for information gathering only. Data Recorder (non standalone) as part of the ECU permitted within specified ECU's: See General Regulations 9.1 for permitted ECU's, Soft and Firmware. Digital dash display permitted. Ride height sensors permitted, may only be connected to the data recorder. See General Regulations 9.1, 9.2 and 9.11.
<b>9.3</b>	<b>FIRE SUPPRESSION SYSTEM</b>
	Minimum 8,5kg fire extinguishing system meeting SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory. System must be divided so that a minimum of 6,2kg is dispersed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 2,3kg or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. The System must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. All cars are required to have a pneumatic cylinder or an electronic device (FIA approved) which is activated by the fire system that will activate the master kill switch, or isolator switch, and shut off the engine when the fire system is activated. Any electronic device must incorporate a delay in order to maintain power to the Electrimotion system. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
<b>9.8</b>	<b>PRESSURIZED BOTTLES</b>
	Maximum one (1) pressurized container per car (excluding fire system, nitrous, and fresh-air system bottles). See General Regulations 9.8.
<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.
<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>10.4</b>	<b>LICENSE</b>
	Valid FIA competition license mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<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 installed according to the manufacturer's instructions mandatory. See General Regulations 10.5.
<b>10.7</b>	<b>HELMET</b>
	For all cars, a full-face helmet and visor is mandatory. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System (Part # 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.
<b>10.8</b>	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8.
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Driver's suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/20, footwear meeting SFI Spec 3.3/20 mandatory. Underwear and head sock/balaclava meeting, FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3 mandatory. A helmet skirt meeting SFI Spec 3.3/5 can be used in lieu of a head sock/balaclava. See General Regulations 10.10.

## SECTION 8 – TOP METHANOL DRAGSTER

## DESIGNATION

TMD, preceded by car number. Reserved for supercharged, methanol-burning and injected nitromethane/ methanol-burning dragsters built specifically for drag racing competition. Cars are weighed at conclusion of run, including driver.

## CLASS WEIGHT BREAKS

Non-supercharged, single engine:

2.3kg (5 lb) or more per 16.39cm<sup>3</sup> (in<sup>3</sup>) weight break (0.1384kg/cm<sup>3</sup>)

Minimum displacement: 6718cm<sup>3</sup> (410 in<sup>3</sup>) / Maximum displacement: 7472cm<sup>3</sup> (456 in<sup>3</sup>)

Required minimum weight: 963kg

Supercharged, single engine, with Roots-type supercharger:

Maximum displacement: 8652cm<sup>3</sup> (528 in<sup>3</sup>) / Required minimum weight: 895kg

Supercharged, single engine, with Screw-type supercharger:

Maximum displacement 7636cm<sup>3</sup> (466 in<sup>3</sup>) / Required minimum weight 929kg

Competitors may continue to use larger engines by adding 2.3kg (5 lb) for each additional 16.39cm<sup>3</sup> (1 in<sup>3</sup>) to the required minimum weight.

All fuels other than nitromethane and methanol prohibited. Nitromethane content restricted to 97% maximum.

Only methanol permitted on supercharged engines.

Chapter

## REQUIREMENTS AND SPECIFICATIONS

## 1 – ENGINE

1.2

## ENGINE

Any internal-combustion reciprocating, single-camshaft, automotive-type engine permitted. Maximum bore center spacing 122.94mm (4.840"). Dry-sump oil system permitted. OEM production line overhead cam engines permitted.

Engine must be equipped with a lower-engine-ballistic/restraint device meeting SFI Spec 7.1. The lower-engine-ballistic/restraint device must be specific for the oil pan and pump configuration being used and must fit according to the requirements of SFI Spec 7.1 and be used as appropriately designed for the specific application.

A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley become over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. Any modifications or alterations to engine blocks, cylinder heads, and engine components, are deemed to be a change in design and therefore prohibited. This includes any redesign, reconfiguration, and/or significant modification to existing components. Refer any development, redesign, reconfiguration, and/or modification questions with respect to parts to the FIA to determine whether permitted or prohibited.

All large (valve covers, intake manifolds, superchargers, headers, heads, blocks, etc.) and all moving engine components are restricted to aluminum, steel, iron, titanium, magnesium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium or other extraordinary materials prohibited.

Metal, fiberglass, or carbon fiber injector hats and/or injector scoops are permitted.

Any modifications or alterations to cylinder blocks, head designs, and engine components are deemed to be a change in design and therefore prohibited. This includes any redesign, reconfiguration, and/or modification to existing components. Refer any development, redesign, reconfiguration, and/or modification questions to the FIA. For a complete list of cylinder blocks and head designs that are permitted in FIA competition, contact the FIA. See General Regulations 1.2.

All engine combinations must adhere to all of the following criteria:

- 1) Maintain interchangeability of existing parts (i.e., cranks, cams, manifolds, valve covers, rocker assemblies, etc.)
- 2) Maintain general combustion-chamber configuration (e.g., Hemi, canted valve). Fuel injection directly into cylinder prohibited
- 3) Maintain original cylinder orientation in reference to centerline of crankshaft
- 4) Retain cylinder head, timing cover, intake manifold, exhaust manifold, valve-cover bolt pattern; additional bolts/studs/dowels may be used
- 5) Retain as cast/forged minimum block wall and web/rib thickness

A current list of Methanol head specifications can be requested from the FIA Technical Department.

1.2.1

## CYLINDER HEADS

Aftermarket billet heads permitted. Maximum two (2) valves per cylinder; maximum two (2) spark plugs per cylinder.

1.3

## EXHAUST SYSTEM

Competition exhaust permitted. Exhaust must be directed to rear, away from driver and fuel tank.

1.5

## FUEL SYSTEM

Fuel lines must be isolated from driver compartment by a subfloor or housing where engine is located in rear and fuel tank is in front of driver. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. Fuel cells permitted. Maximum two (2) fuel pumps.

Electronic or electrically controlled fuel system prohibited. The use of propylene oxide and/ or nitrous oxide is prohibited.

The fuel temperature from the staging lane to the fuel check after completion of the run must not be lower than 7° C (45° F).

Should ambient temperature be less than 7° C (45° F), fuel temperature may not be less than ambient. Failure to pass the minimum fuel temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. Failure to pass the minimum fuel temperature check after a run will result in the disqualification of that run. Insulated fuel tanks permitted. Insulation is permitted on main fuel line only from tank to fuel pump. Fuel gauge lines in the driver compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver compartment must be hydrostatically pressure tested at 51,8 bar (750 psi) for 30 seconds.

See General Regulations 1.5 and 1.6.

1.5.2

## INJECTOR SCOOP

Maximum injector scoop opening of 929cm<sup>2</sup> (1 ft<sup>2</sup>), with top of opening no higher than 610mm above the top of roll cage.

Scoop may not extend more than 457mm forward of the center of the forward engine cylinder, may not extend more than 305mm behind the center of the rear engine cylinder, and may not exceed 610mm in width.

<b>1.8</b>	<b>LOWER ENGINE CONTAINMENT DEVICE</b>
	Engine oil-retention pan mandatory. Minimum material, 1.3mm aluminum or 1mm carbon fiber/Kevlar. Pan must extend forward a minimum of 25mm from the front face of the lower pulley and may not extend rearward more than 152mm beyond the rear-end housing. Pan may be no wider than outside edge of the bottom frame rails and must extend to the top of the upper frame rails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 102mm high bulkheads for oil retention during acceleration and deceleration. Front bulkhead must be forward a minimum 25mm of the lower blower pulley, and rear bulkhead must be behind the rear of the bellhousing. Bulkheads must be "coved" toward oil pan to assist oil in staying within the confines of the bulkheads. A non-flammable, oil-absorbent liner mandatory inside of retention device. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. See General Regulations 1.8.
<b>1.9</b>	<b>OIL SYSTEM</b>
	All flexible-pressure oil lines, excluding return lines and any line 2,1 bar (30 psi), or lower in pressure, must use a factory-crimped connection and be pressure-tested. All testing must be hydrostatic for minimum 30 seconds at 20,7 bar (300 psi). Quick disconnect, plastic, and nylon lines are prohibited. All of the lines must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads. See General Regulations 1.9.
<b>1.10</b>	<b>SUPERCHARGER</b>
	Roots-type maximum size: 14-71, 565mm case length, 286mm case width, 483mm rotor length; maximum rotor diameter: 149mm including fixed stripping. The case must be one-piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Helix is restricted to a maximum rotor spiral of 2.56°/cm of rotor length. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 55mm, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 381mm. Maximum overdrive limit for Roots Superchargers is 1:1.70. Manifold burst panel meeting SFI Spec 23.1 mandatory. Screw-type superchargers must meet SFI Spec 34.1. Billet cases prohibited. Only PSI Type "D" Screw type Superchargers are permitted. Maximum overdrive limit for Screw type Superchargers is 1:2.28. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) mandatory. Variable multi-speed supercharger devices prohibited. Supercharger must be in conventional location above the intake manifold and cylinder heads. The use of spacers, modified cases, offset drive pulleys, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. All manifold locations and supercharger modifications must be accepted prior to competition. Placement of any object or device below the upper mating surface of the supercharger, intended to alter air flow characteristics is prohibited (e.g. axial top insert plate/shoes, dividers, etc.). See General Regulations 1.10.
<b>1.11</b>	<b>SUPERCHARGER RESTRAINT DEVICE</b>
	Mandatory. See General Regulations 1.11
<b>1.12</b>	<b>THROTTLE</b>
	Throttle-actuating method on rear-engine cars must be protected where it passes blower drive. Throttle control must be manually operated by the driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Dual throttle springs, one on each end of all injector throttle shafts that extend through both ends of the injector body, mandatory. A mechanical device for controlling engine rpm during burnouts may be attached to the injector or throttle linkage but may not be driver controlled. See General Regulations 1.12.
<b>1.13</b>	<b>VENT TUBES – BREATHERS</b>
	FIA-accepted catch can/vent tube system mandatory. Twist-on/ quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin, etc. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Minimum 32mm inside diameter hoses are required from each valve cover to the catch can inlets and/or frame rails and from each frame rail outlet to both catch can inlets. Minimum catch can(s) capacity is a 7.6 ltr (2 gal) sump. Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two (2) 29mm inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two (2) 29mm inside diameter openings (or equivalent area). Vent tubes must be unobstructed from the interior of the valve cover to the interior of the catch can; i.e., no orifices, reduced areas, filler materials, etc. Pan/crankcase vacuum systems, of any description, are prohibited. See General Regulations 1.13.
<b>1.14</b>	<b>VALVE COVERS</b>
	Cast or metal valve covers using all attachment bolt holes mandatory. Valve-cover restraints meeting SFI Spec 14.4 mandatory on all non-supercharged, nitromethane-burning engines. Valve-cover gaskets, O-rings, etc. must be completely bonded/glued to either the valve cover or cylinder head sealing surface. Vent tube adapters on the valve covers must either be fully welded to the valve covers or incorporate a gasket or O-ring that is bonded/glued to either the adapter or the valve cover. Valve covers must be fastened to the cylinder heads with studs and nuts in lieu of bolts where possible. Spark-plug tubes that penetrate the valve covers must have a restraining device to contain the spark-plug tube in the valve cover in the event the spark plug is discharged.
<b>2 – DRIVETRAIN</b>	
<b>2.1</b>	<b>ANTI-BLOWBACK DEVICE</b>
	Anti-blowback device mandatory. See General Regulations 2.1.
<b>2.3</b>	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD</b>
	Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory on all cars. Three (3) discs maximum on supercharged, methanol-burning cars. Four (4) discs maximum on injected nitromethane cars. Maximum depth of flywheel shield: 239mm inside. Clutch must be manually operated by the driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. Clutch/bellhousing exhaust filter mandatory. See General Regulations 2.3, 2.5, 2.6 and 2.8.
<b>2.11</b>	<b>REAR END</b>
	Aftermarket full-floating or live axle assembly mandatory. Maximum (numeric) gear ratio 4.58 for big-block, screw-supercharger-equipped cars; 4.72 for big-block, Roots-supercharger-equipped cars; 4.90 for small-block car regardless of supercharger. Minimum (numeric) gear ratio, 2.90 for non-super-charged, nitromethane burning cars. See General Regulations 2.11.



<b>2.12</b>	<b>TRANSMISSION</b>
	Transmission prohibited in non-supercharged, nitromethane burning class. OEM or OEM-modified transmissions prohibited in all classes. Aftermarket planetary transmission permitted in supercharged classes, limited to two (2) units (three (3) speeds). Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting CE or DOT-1800 pound (124bar) rating and permanently mounted (hose clamps or tie wraps prohibited). The use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (three-speed maximum) with an electric-only trans brake is permitted. The unit must be FIA-accepted. Lockup converters prohibited. The use of a delay box/device is prohibited. The use of any automated rpm-control device during the staging process is prohibited. An aftermarket flexplate (with no starter ring gear) meeting SFI Spec 29.2 or a solid-steel converter driveplate, a flywheel shield meeting SFI Specs 6.1, 6.2, or 6.3-are required. See General Regulations 2.12 and 2.14.
<b>2.12.1</b>	<b>TRANSMISSION SHIELD</b>
	A one-piece ballistic shield meeting SFI Spec 4.1, covering all unit's including reverser mandatory.
<b>3 – BRAKES AND SUSPENSION</b>	
<b>3.1</b>	<b>BRAKES</b>
	Automated brakes prohibited: application and release of brakes must be a function of the driver. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic brakes. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake pads mandatory; all other materials prohibited. Handbrake, if used, must be located inside body or driver compartment. Handbrake handle must be constructed of minimum 8mm thick by 25mm wide aluminium, steel, or titanium. Lightening of handbrake handle (i.e. holes, machining, etc.) prohibited. Steel brake lines mandatory. FIA-accepted fireproof brake line covering mandatory on all flexible connection lines. Brake lines passing engine or blower drive must be shielded. See General Regulations 3.1.
<b>3.3</b>	<b>STEERING</b>
	A quick-release mechanism for the steering wheel or a removable (via quick-release pins) steering box cross member mandatory. Utilization of a pinned steering cross member in lieu of an quick-release mechanism for the steering wheel prohibited on front engine cars. See General Regulations 3.3 and 4.1.
<b>3.4</b>	<b>SUSPENSION</b>
	Front suspension optional. Plating of front suspension components prohibited on all cars. See General Regulations 3.4.
<b>3.6</b>	<b>WHEELIE BARS</b>
	Mandatory; must be functional. Maximum height 102mm measured from racing surface to bottom of wheel. See General Regulations 3.6.
<b>4 – FRAME</b>	
<b>4.2</b>	<b>BALLAST</b>
	Permitted. Maximum TOTAL ballast (welded or bolted) 113kg. See General Regulations 4.2.
<b>4.3</b>	<b>DEFLECTOR PLATE / HELMET SHROUD</b>
	All cars must have a rear roll-cage shroud. A one-, two-, or three-piece shroud is acceptable. The shroud must be constructed of minimum 1.9mm (0.075") Grade 2 ASTM-B-265 titanium or 2.28mm (0.09") 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three (3) 8mm Grade 8 bolts and bosses per side, to the top with one (1) 8mm Grade 8 bolt and boss, and to the rear bars with a minimum of two (2) 8mm Grade 8 bolts and bosses per side. Bolt heads must be 13mm hex-style head. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. FIA-accepted helmet shrouds must be made as a one-piece shroud; a two-piece shroud, where each half must overlap; or a three-piece shroud that includes two side shields and the center section. All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible roll-cage structure. On the bottom, the entire shroud must extend fully down to the centerline of the shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars. When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 19mm per side. On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 19mm at any point and must overlap each side a minimum of 38mm. The side shrouds must extend to the centerline of the rear hoops. The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop to the extent that protective equipment cannot inadvertently catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop (see Drawing 27). A deflector plate, minimum 3mm 6061 T6 aluminium or 1.6mm steel or titanium, must be installed between roll-cage and engine. The deflector plate must extend from 25mm above top blower pulley to 25mm below bottom pulley and be a minimum 254mm wide from shoulder bar to highest point. On any enclosed engine/ driver configuration, a full bulkhead must be installed to completely seal driver from the engine. Minimum attachment for any plate is four (4) 8mm Grade 8 bolts. Bolt heads must be 13mm hex-style head. All deflector plates must be stamped by manufacturer of the bulkhead to certify that the proper material was used. The stamp must be in a location for easy inspection. See General Regulations 4.3.
<b>4.5</b>	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.
<b>4.8</b>	<b>PARACHUTES</b>
	Dual parachutes mandatory. Two (2) separate shroud line mounting points mandatory with sleeved 12mm minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 4.75mm 4130 steel. Two (2) FIA-accepted parachute tethers are required and each must be routed through each shroud line end loop and be attached as per manufacturers instructions. FIA-accepted parachute tethers: Amick Race Car Restraints part number PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one (1) tether is required, which must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. The parachute floor must be flat and may not extend more than 152mm rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.

<b>4.11</b>	<b>ROLL-CAGE</b>
	Chassis must meet SFI Spec 2.1A (rear-engine cars), SFI Spec 10.1E (front engine, driver in front of rear end) or SFI Spec 2.2C (front-engine cars, driver behind rear end). Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. All wiring must be external of the frame rails; the routing of cables, hydraulic, or pneumatic lines inside the chassis is permitted. See General Regulations 4.4, 4.11 and 10.6.
<b>4.11.1</b>	<b>ROLL-CAGE PADDING</b>
	Mandatory. See General Regulations 4.11.1 and 10.6.
<b>4.12</b>	<b>WHEELBASE AND FRONT TREAD WIDTH</b>
	Minimum 3810mm ; maximum 7620mm on long side. Maximum wheelbase variation from left to right: 51mm. Minimum front tread width 660mm.
<b>5 – TIRES AND WHEELS</b>	
<b>5.1</b>	<b>TIRES</b>
	Tires must be specified for racing use by manufacturer. Maximum rear tire: 18" (457mm) wide by 118" (2997mm) circumference, minimum circumference 108" (2743mm). Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures. Minimum diameter of front tires 13" (330mm). See General Regulations 5.1.
<b>5.2</b>	<b>WHEELS</b>
	Rear wheels meeting SFI Spec 15.1 or 15.3 mandatory; maximum width: 16" (406mm). Wire wheels prohibited. Rear-wheel discs or covers prohibited. Use of an inner liner mandatory on non-beadlock wheels. See General Regulations 5.2.
<b>6 – INTERIOR</b>	
<b>6.1</b>	<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 car in maximum 7 seconds.
<b>6.2</b>	<b>DRIVER SEAT</b>
	Mandatory. See General Regulations 6.2.
<b>6.2.1</b>	<b>UPHOLSTERY</b>
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. See General Regulations 6.2.1.
<b>7 – BODY</b>	
<b>7.1.1</b>	<b>WINGS AND SUPPORTS</b>
	All rear wing supports must meet SFI Spec 2.1A. Wing configuration limited to one (1) only, with maximum three elements. Combined total area of rear wing (total of all stages and/or elements) restricted to 3548cm <sup>2</sup> (550 in <sup>2</sup> ) minimum, 9677cm <sup>2</sup> (1500 in <sup>2</sup> ) maximum. Trailing edge of rear wing may not extend more than 1270mm behind centerline of rear axle. Maximum height of any wing as measured vertically from the trailing edge of wing to ground is 2286mm. Strut mounting points may not be forward of motor plate. No part of the Wing to be within 153mm of Rear tire. All fasteners associated with attaching, mounting or supporting the wing and wing structure (i.e. all struts) must be installed such that they are in double shear. Ball-lock pins prohibited for attachment. Any adjustment or movement during run prohibited. Any pressurization of wing struts prohibited. Spill plates must be flat, vertical, and parallel. Maximum thickness, 10mm. Lips of any kind prohibited. Wicker permitted, maximum 6.35mm. Spill plate must attach to wing or air foil at right angle, radius at joint prohibited. Maximum spill-plate dimensions, 559x559mm. For all cars, an independent cable must be wrapped around each side of the main element of the rear wing and be connected to both parachute release cables such that if the main element separates from the support or if either end of the main element is broken off, both parachutes will automatically deploy. The cables must be wrapped around the main element on the outside of the support structure and be secured (i.e. taped, hardwired, etc) to the main element to keep the cables from sliding on the wing.
<b>7.1.2</b>	<b>BODY</b>
	Body and cowl must be metal, carbon fibre, or fiberglass. Driver compartment, frame structure, roll bars, and body must be designed to prevent driver's body or limbs from contact with track surface. Sub-flooring, inside but independent of body, mandatory where driver's legs rest on belly pan or chassis. Front overhang not to exceed 762mm, measured from the center of the most forward front spindle to the most forward point of the car. Enclosed driver compartment (canopy) prohibited. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheeting under the body that produces a "tunnel" for the passage of air, etc. Air deflector plates located behind cockpit restricted to maximum 432x432mm. Leading edges, fairing in or rounding off corners, etc. prohibited. Maximum 32mm lip for stiffening permitted. Deflector plate may be located in front of or behind exhaust headers.
<b>7.3</b>	<b>FENDERS</b>
	Prohibited.
<b>7.7</b>	<b>WINDSCREEN</b>
	Mandatory. See General Regulations 7.7.
<b>8 – ELECTRICAL</b>	
<b>8.0</b>	<b>ELECTRICAL COMPONENTS</b>
	Electrical and electronic components are restricted to ignition systems, data recorders and electrical gauges or indicators, automated fire extinguisher and engine shutoff system components only. The use of electrical/electronic timers to control pneumatic fuel-system valves and/or electric fuel control solenoid valves are permitted. The fuel control system may use only movement of the throttle or clutch pedal, a transmission shift, electric/electronic timers, and/or an engine rpm switch to control the pneumatic fuel-system valves and/or to start the timers that control the fuel-system valves.

<b>8.2</b>	<b>DELAY BOXES / DEVICES</b>
	Prohibited. See General Regulations 8.2.
<b>8.3</b>	<b>IGNITION</b>
	Programmable ignition permitted. Only pre-set timers, throttle position, engine rpm, other internal engine data (temperatures, flow rates, and pressures), and transmission shifts may be processed with regard to control of the ignition system. Any ignition system that incorporates any programmable multi-point rev limiter and/ or any rate-of-acceleration rpm limiter in any form is prohibited. Any ignition system that incorporates vehicle performance data via measurement, sensing, processing, inference, etc. to activate or deactivate any function or capability of the ignition system is prohibited. Any sensor or wiring that connects or transmits vehicle performance data directly, or indirectly, to the ignition system is prohibited. Ignition system components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction manuals unless otherwise approved. Maximum two (2) magnetos; two (2) spark plugs per cylinder, not to exceed 44 amps per magneto. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160; MSD Pro Mag Systems, 44 amp, 8130, 8140; Mallory Super Mag Series 3, 4, 6, 7, 11. MSD 7730 Power Grid unit permitted. The use of any automated rpm-control device during the staging/ launching process is prohibited unless equipped with a fully automatic transmission with a converter. All microprocessor ignition components prohibited. See General Regulations 8.3.
<b>8.7</b>	<b>IGNITION SWITCH</b>
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
<b>9.1</b>	<b>COMPUTER</b>
	See General Regulations 9.1, 9.2 and 9.11.
<b>9.1.1</b>	<b>AUTOMATED SHIFTERS</b>
	Prohibited. See Chapter 2.12.
<b>9.1.2</b>	<b>SHUTOFF DEVICE</b>
	Properly installed and operational Electrimotion Top Methanol Dragster Shutoff Controller Kit (part number SB001TAD for blown applications, SB001AFD for injected nitro applications) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Methanol Dragster Safety Shutoff Controller Kit must be properly installed (see Drawing 36 or 37 and manufacturer's instructions). Modification of or tampering with the Electrimotion Top Methanol Dragster Safety Shutoff Controller Kit prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.
<b>9.2</b>	<b>DATA RECORDERS</b>
	See General Regulations 9.1, 9.2 and 9.11.
<b>9.3</b>	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Minimum 8.5kg, fire extinguisher system meeting SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) mandatory when driver sits behind engine. Must be installed per manufacturer's specifications with all gauges clearly visible. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
<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.
<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. See General Regulations 10.3.
<b>10.4</b>	<b>LICENSE</b>
	Valid FIA International License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<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 installed according to the manufacturer's instructions mandatory. All belts must be covered with a fire-resistant covering. See General Regulations 10.5.

<b>10.7</b>	<b>HELMET</b>
	For all cars, a full-face helmet and visor is mandatory. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System (Part # 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.
<b>10.8</b>	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8.
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Driver's suit meeting SFI Spec 3.2A/15, gloves and footwear meeting SFI Spec 3.3/15, <b>Underwear</b> and head sock/balaclava meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3 mandatory. Drivers of supercharged front-engine cars must mandatorily use a suit meeting SFI Spec. 3.2A/20, gloves and footwear meeting SFI Spec. 3.3/20, <b>Underwear</b> and a head sock meeting, FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3. A head sock/balaclava is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec 3.3/5. See General Regulations 10.10.

## SECTION 9 – TOP METHANOL FUNNY CAR

## DESIGNATION

TMFC, preceded by car number. Reserved for methanol-burning Funny Cars, built specifically for drag racing competition. Cars are weighed at conclusion of run, including driver.

## CLASS WEIGHT BREAKS

Supercharged with Roots-type supercharger: Required minimum weight: 998kg

Supercharged with Screw-type supercharger: Required minimum weight: 1043kg

Chapter

## REQUIREMENTS AND SPECIFICATIONS

## 1 – ENGINE

## 1.2 ENGINE

Maximum 8652cm<sup>3</sup> for screw-type supercharger equipped cars; maximum 9258cm<sup>3</sup> for Roots-type supercharger equipped cars. Any internal-combustion reciprocating, single-camshaft, automotive-type engine permitted. Maximum bore center spacing 122.94mm (4.840"). Dry-sump oil system permitted. OEM production line overhead cam engines permitted. Engine must be equipped with a lower-engine-ballistic/restraint device meeting SFI Spec 7.1. The lower-engine-ballistic/restraint device must be specific for the oil pan and pump configuration being used and must fit according to the requirements of SFI Spec 7.1 and be used as appropriately designed for the specific application.

A positive method (*flange, lip, etc.*) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley become over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. All large (*valve covers, intake manifolds, superchargers, headers, heads, blocks, etc.*) and all moving engine components are restricted to aluminum, steel, iron, titanium, magnesium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium or other extraordinary materials prohibited. Metal, fiberglass, or carbon fiber injector hats and/or injector scoops are permitted.

Any modifications or alterations to cylinder blocks, cylinder head designs, and engine components, are deemed to be a change in design and therefore prohibited. This includes any redesign, reconfiguration, and/or modification to existing components. Refer any development, redesign, reconfiguration, and/or modification questions to the FIA. For a complete list of cylinder blocks and head designs that are permitted in FIA competition, contact the FIA. See General Regulations 1.2.

All engine combinations must adhere to all of the following criteria:

- 1) Maintain interchangeability of existing parts (i.e., cranks, cams, manifolds, valve covers, rocker assemblies, etc.)
- 2) Maintain general combustion-chamber configuration (e.g., Hemi, canted valve). Fuel injection directly into cylinder prohibited
- 3) Maintain original cylinder orientation in reference to centerline of crankshaft
- 4) Retain cylinder head, timing cover, intake manifold, exhaust manifold, valve-cover bolt pattern; additional bolts/studs/dowels may be used
- 5) Retain as cast/forged minimum block wall and web/rib thickness

A current list of Methanol head specifications can be requested from the FIA Technical Department.

## 1.2.1 CYLINDER HEADS

Aftermarket billet heads permitted. Maximum two valves per cylinder; maximum two spark plugs per cylinder.

## 1.3 EXHAUST

Double pipe insulated exhaust headers mandatory. Double tube must extend to start of bend at bottom body. Minimum header angle 32°, maximum header pipe O.D. 70mm. O.D. and I.D. must remain constant beginning 203mm below the header flange to the exit of the header.

## 1.5 FUEL SYSTEM

Fuel cells recommended. Pressurized fuel tanks prohibited. Tanks must be vented outside of body lines to prevent fire from being drawn into tank through vent. Fuel tank vent, maximum 25mm diameter hole in front of body to vent fuel tank outside of body only. Maximum two (2) fuel pumps. Electronic or electrically controlled fuel system prohibited. Use of propylene oxide and/or nitrous oxide is prohibited.

Insulated fuel lines and fuel tanks prohibited. See General Regulations 1.5 and 1.6.

The fuel temperature from the staging lane to the fuel check after completion of the run must not be lower than 7° C (45° F). Should ambient temperature be less than 7° C (45° F), fuel temperature may not be less than ambient. Failure to pass the minimum fuel temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. Failure to pass the minimum fuel temperature check after a run will result in the disqualification of that run.

Fuel gauge lines in the driver compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver compartment must be hydrostatically pressure tested at 51,8 bar (750 psi) for 30 seconds.

## 1.5.2 INJECTOR SCOOP

Injector scoop may not extend more than 457mm forward of the center of the forward engine cylinder, may not extend more than 305mm behind the center of the rear engine cylinder, may not be higher than the top of the windshield, may not have more than 929cm<sup>2</sup> (1 ft<sup>2</sup>) of opening area, and may not be more than 610mm wide.

## 1.8 LOWER ENGINE CONTAINMENT DEVICE

Engine oil-retention device mandatory. Minimum material, 1,3mm aluminium or 1mm carbon fibre/ Kevlar. Pan may extend rearward of the motor plate to capture oil from rear main seal, but no more than 76mm rearward to the motor plate. Pan length from motor plate forward must extend a minimum of 25mm forward of the front face of the lower pulley. Pan may be no wider than outside edge of the bottom frame rails and must extend to the top of the upper frame rails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 102mm high bulkhead on front and minimum 51mm bulkhead on rear for oil retention during acceleration and deceleration. Bulkheads must be "coved" toward oil pan to assist oil in staying within the confines of the bulkheads.

See General Regulations 1.8.

## 1.9 OIL SYSTEM

All flexible-pressure oil lines, excluding return lines and any line 2.1 bar (30 psi) or lower in pressure, must use a factory-crimped connection and be pressure-tested. All testing must be hydrostatic for minimum 30 seconds at 20,7 bar (300 psi). Quick-disconnect, plastic, and nylon lines are prohibited. All of the lines must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads. See General Regulations 1.9.



<b>1.10</b>	<b>SUPERCHARGER</b>
	<p>Roots-type maximum size: 14-71, 565mm case length, 286mm case width, 483mm rotor length; maximum rotor diameter: 149mm including fixed stripping. The case must be one-piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Helix is restricted to a maximum rotor spiral of 2.56°/cm of rotor length. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 55mm, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 381mm. Maximum overdrive limit for Roots Superchargers is 1:1.70. Manifold burst panel meeting SFI Spec 23.1 mandatory.</p> <p>Screw-type superchargers must meet SFI Spec 34.1. Billet cases prohibited.</p> <p>Only PSI Type "D" Screw type Superchargers are permitted. Maximum overdrive limit for Screw type Superchargers is 1:1.92.</p> <p>Manifold burst panel meeting SFI Spec 23.1 (<i>in addition to panel in supercharger</i>) mandatory.</p> <p>Cars with a supercharger/intake manifold burst panel in the rear must have 0,6mm steel, 0,8mm aluminium ducting, or carbon fibre ducting with a flame-retardant covering or coating, 102mm minimum diameter, installed to relieve burst pressure from the burst panel(s) vicinity through the firewall and out the side window. Variable multi-speed supercharger devices prohibited.</p> <p>Supercharger must be in conventional location above the intake manifold and cylinder heads.</p> <p>The use of spacers, modified cases, offset drive pulleys, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. All manifold locations and supercharger modifications must be accepted prior to competition.</p> <p>Placement of any object or device below the upper mating surface of the supercharger, intended to alter air flow characteristics is prohibited (<i>e.g. axial top insert plate/shoes, dividers, etc.</i>) See General Regulations 1.10.</p>
<b>1.11</b>	<b>SUPERCHARGER RESTRAINT DEVICE</b>
	Mandatory. See General Regulations 1.11
<b>1.12</b>	<b>THROTTLE</b>
	<p>Throttle control must be manually operated by the driver's foot.</p> <p>Electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. A mechanical device for controlling engine rpm during burnouts may be attached to the injector or throttle linkage but may not be driver controlled. See General Regulations 1.12.</p>
<b>1.13</b>	<b>VENT TUBES – BREATHERS</b>
	<p>FIA-accepted catch can/vent tube system mandatory. Twist-on/quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin, etc. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents.</p> <p>Minimum 32mm inside diameter hoses are required from each valve cover to the catch can inlets and/or frame rails and from each frame rail outlet to both catch can inlets. Minimum catch can(s) capacity is a 3.8 ltr (<i>1 gal</i>) sump when the valve cover discharges are routed through the upper frame rails; otherwise, a 7.6 ltr (<i>2 gal</i>) sump capacity is mandatory. Minimum catch can inlet and outlet/discharge configuration is two (2) 29mm inside diameter openings (<i>or equivalent area</i>). Vent tubes must be unobstructed from the interior of the valve cover to the interior of the catch can; i.e., no orifices, reduced areas, filler materials, etc. See General Regulations 1.13.</p>
<b>1.14</b>	<b>VALVE COVERS</b>
	<p>Cast or metal valve covers using all attachment bolt holes mandatory. Valve-cover gaskets, O-rings, etc. must be completely bonded/ glued to either the valve cover or cylinder head sealing surface. Vent tube adapters on the valve covers must either be fully welded to the valve covers or incorporate a gasket or O-ring that is bonded/glued to either the adapter or the valve cover. Valve covers must be fastened to the cylinder heads with studs and nuts in lieu of bolts where possible. Spark-plug tubes that penetrate the valve covers must have a restraining device to contain the spark-plug tube in the valve cover in the event the spark plug is discharged.</p>
<b>2 – DRIVETRAIN</b>	
<b>2.1</b>	<b>ANTI-BLOWBACK DEVICE</b>
	Mandatory. See General Regulations 2.1.
<b>2.3</b>	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD</b>
	<p>Flywheel and clutch meeting SFI Spec 1.3 or 1.4, three (3)-disc maximum, and flywheel shield meeting SFI Spec 6.2 mandatory.</p> <p>Maximum depth of flywheel shield: 219mm. Clutch must be manually operated by the driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. Clutch/bell housing exhaust filter mandatory.</p> <p>See General Regulations 2.3, 2.5, 2.6 and 2.8.</p>
<b>2.4</b>	<b>DRIVELINE</b>
	<p>Each end of driveshaft must have a full 360° cover of minimum 2mm steel or 3mm aluminium. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's legs.</p> <p>All covers must be securely mounted to frame, suitable cross member, reverser, or third member.</p>
<b>2.11</b>	<b>REAR END</b>
	<p>Aftermarket full-floating or live axle assembly mandatory. Maximum (<i>numeric</i>) gear ratio: 4.30:1 for screw-type-supercharger-equipped; 4.58:1 for Roots-type-supercharger-equipped cars. See General Regulations 2.11.</p>
<b>2.12</b>	<b>TRANSMISSION</b>
	<p>Transmission limited to two (2) units (<i>three (3) forward speeds</i>). Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting CE or DOT-1800 pound (<i>124 bar</i>) rating and permanently mounted (<i>hose clamps or tie wraps prohibited</i>).</p> <p>The use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (<i>three (3) speed maximum</i>) with an electric-only trans brake is permitted. The unit must be FIA-accepted. Lockup converters prohibited. The use of a delay box/device is prohibited. The use of any automated rpm-control device during the staging/launching process is prohibited. An aftermarket flex plate (<i>with no starter ring gear</i>) meeting SFI Spec 29.2 or a solid steel converter drive plate, a flywheel shield meeting SFI Spec 6.1, 6.2, or 6.3, are required. See General Regulations 2.12, 2.13 and 2.14.</p>
<b>2.12.1</b>	<b>TRANSMISSION SHIELD</b>
	A one-piece ballistic shield meeting SFI Spec 4.1, covering all unit's including reverser mandatory.

<b>3 – BRAKES AND SUSPENSION</b>	
<b>3.1</b>	<b>BRAKES</b>
	Automated brakes prohibited: application and release of brakes must be a function of the driver. Four-wheel disc brakes with dual master cylinder mandatory. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake pads ( <i>front and rear</i> ) mandatory; all other materials prohibited. Steel brake lines mandatory. See General Regulations 3.1. FIA-accepted fireproof brake line covering mandatory on all ( <i>front and rear</i> ) flexible connection lines. Handbrake, if used, must be located inside body or driver compartment. Handbrake handle must be constructed of minimum 8mm thick by 25mm wide aluminium, steel, or titanium. Lightening of handbrake handle ( <i>i.e. holes, machining, etc</i> ) prohibited. Brake lines passing engine or blower drive must be shielded.
<b>3.3</b>	<b>STEERING</b>
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3 and 4.1.
<b>3.4</b>	<b>SUSPENSION</b>
	Front suspension optional. Plating of front suspension components prohibited on all cars. See General Regulations 3.4.
<b>3.6</b>	<b>WHEELIE BARS</b>
	Permitted. See General Regulations 3.6.
<b>4 – FRAME</b>	
<b>4.2</b>	<b>BALLAST</b>
	Permitted. Maximum TOTAL ballast ( <i>welded or bolted</i> ) 113kg. See General Regulations 4.2.
<b>4.3</b>	<b>HELMET SHROUD</b>
	All cars in Top Methanol Funny Car must have a rear roll-cage shroud. A multi-piece shroud is permitted. The shroud must be constructed of minimum 1.9mm (0.075") Grade 2 ASTM-B-265 titanium or 2.28mm (0.090") 4130 steel or be of FIA-accepted composite construction and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of five 6mm minimum diameter Grade 8 bolts and bosses per side, to the top with one 6mm minimum diameter Grade 8 bolt and boss, and to the rear bars with a minimum of two (2) 6mm minimum diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Three-piece shields must be made with two side shields and a center section. The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop to the extent that protective equipment cannot inadvertently catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. Bolt heads must be 13mm hex-style head.
<b>4.4.1</b>	<b>TOW-STRAP HOOP</b>
	Mandatory. See General Regulations 4.4.1.
<b>4.5</b>	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.
<b>4.8</b>	<b>PARACHUTES</b>
	Dual parachutes mandatory. Two (2) separate shroud line mounting points mandatory with sleeved 12mm minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 4.75mm 4130 steel. Two (2) FIA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt ( <i>one (1)</i> under the head of the bolt and the other under the nut). Tethers must be covered with a fire resistant material. FIA-accepted parachute tethers: Amick Race Car Restraints part number PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required, which must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. The parachute floor must be flat and may not extend more than 152mm rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
<b>4.11</b>	<b>ROLL-CAGE</b>
	Chassis must meet SFI Spec 10.1E. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. All wiring must be external of the frame rails; the routing of cables, hydraulic or pneumatic lines inside the chassis is permitted. Pressurization of frame rails in lieu of air bottles is prohibited. See General Regulations 4.11.
<b>4.11.1</b>	<b>ROLL-CAGE PADDING</b>
	Mandatory. See General Regulations 4.11.1 and 10.6.
<b>4.12</b>	<b>WHEELBASE</b>
	Minimum 2540mm; maximum 3175mm on long side. Maximum wheelbase variation from left to right: 51mm. Rear tread width cannot be outside of body line nor more than 76mm inside body line. Front tread width must be no more than 153mm inside body line. Measurements will be taken from outside edge of tire to inside edge of body.
<b>5 – TIRES AND WHEELS</b>	
<b>5.1</b>	<b>TIRES</b>
	Tires must be specified for racing use by manufacturer. Maximum rear tire: 18" (457mm) wide by 118" (2997mm) in circumference, minimum tire circumference 108" (2743mm). Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures. See General Regulations 5.1.
<b>5.2</b>	<b>WHEELS</b>
	Rear wheels meeting SFI Spec 15.1 or 15.3 mandatory; maximum width: 16" (407mm). Must be completely isolated from driver compartment. Wire wheels prohibited. Wheel discs or covers prohibited. Use of a liner mandatory on non-beadlock wheels. See General Regulations 5.2.

<b>6 – INTERIOR</b>	
<b>6.1</b>	<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 car in maximum 9 seconds.
<b>6.2</b>	<b>DRIVER SEAT</b>
	Mandatory. See General Regulations 6.2.
<b>6.2.1</b>	<b>UPHOLSTERY</b>
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. See General Regulations 6.2.1.
<b>6.2.2</b>	<b>INTERIOR SHEETING</b>
	Driver compartment interior, firewall, seat, etc. must be aluminium or steel. Magnesium or carbon fibre prohibited; carbon fibre injector "doghouse" permitted. See General Regulations 6.2.2
<b>7 – BODY</b>	
<b>7.1</b>	<b>AIRFOILS</b>
	Prohibited.
<b>7.1.1</b>	<b>WINGS</b>
	Prohibited.
<b>7.1.2</b>	<b>BODY</b>
	Any modification to body not expressly permitted in this Rulebook is prohibited. Any body that meets the Funny Car body requirements in their entirety is acceptable for TMFC. These bodies must be run as they come from the FIA-accepted moulds. Any modification not expressly permitted in the Funny Car ( <i>Section 11</i> ) body requirements is prohibited. Body model must be no older than 15 years' maximum. All bodies must be 2-door sports car, 2-door coupe, or sedan body of a type originally mass-produced by automobile manufacturer. Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited. Must have originally measured 1600mm wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fibre permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited. Maximum body width variation from front to rear is 152mm. Minimum body width is 1524mm when mounted. Bodies are measured at centerline of front and rear axles. Enclosing the wheel wells or the use of wheel fairings is prohibited. Fender flares or lips maximum 25mm not on original factory-produced bodies will not be considered in any width measurement. Wheel well openings: front, minimum 127mm measured vertically from centerline of the front axle to wheel well opening; rear, minimum 203mm measured vertically from centerline of rear axle to wheel well opening. Trailing edge of rocker minimum of 457mm measured directly from centerline of rear axle. Front overhang not to exceed 1016mm measured from the center of the most forward front spindle to the most forward point of the bodywork. Beltline mouldings ( <i>if on stock car</i> ), headlight and taillight housings or indentations must be incorporated into body. Tail light area may be hinged ( <i>top only</i> ) for air venting, maximum 645cm <sup>2</sup> (100 in <sup>2</sup> ) per side; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood. Maximum dimensions of hood cowling, 660mm wide by 127mm high. Opening for blower hat must have a minimum 64mm clearance between body and throttle linkage. Wicker permitted on front and sides of blower opening: maximum height 25mm. Wicker must be installed 90° to body. Rocker panel extensions may not be more than 25mm wide. Ground effects of any description prohibited. Ground effects include, but are not limited to, rocker skirts, belly pans, sheeting under the body that produces a "tunnel" for the passage of air, rub bar/splitter cannot extend beyond the inside body line, etc. Final determination on all body modifications rests with FIA Technical Department. Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin and cable type. The mechanism must be unobstructed and easily visible and not located within 76mm of any other opening. Release handle must be of a T-handle design with a minimum measurement of 76mm in length. Any method used to allow the body to move ( <i>e.g. springs, dampers, etc.</i> ) during the run is prohibited. Contact FIA Technical Department for acceptable design, operation, and installation. Body ( <i>hood</i> ) burst panel, minimum 1858cm <sup>2</sup> (288 in <sup>2</sup> ), mandatory on all screw-supercharger-equipped cars. Body burst panel must be secured with plastic screws and two FIA-accepted body burst panel tethers, with separate body pads bolted with plates on both sides of panel. Burst panel tethers should be connected to one side of the burst panel only. FIA-accepted body burst panel tethers: FIA-approved or Amick Race Car Restraints part number JF-101. Any new body designs or concepts must receive approval from FIA prior to competition. Plans, drawings, pictures, etc. must be submitted to the FIA Technical Department for approval. Body specifications may vary for certain exhibition cars; prior FIA Drag Racing approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with an SFI Spec 54.1 flame retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. The framing must be a permanent fixture, with no adjustments.
<b>7.1.3</b>	<b>ESCAPE HATCH</b>
	Mandatory. See General Regulations 7.1.3.
<b>7.1.4</b>	<b>BUMPERS</b>
	Must be equipped with rear bumper consisting of a minimum vertical surface of 76mm; maximum allowable cut-out for parachute shroud lines 102mm by 762mm. The trailing edge of rear bumper may not extend more than 1372mm from the centerline of the rear axle. Maximum measurement from trailing edge of rear bumper to ground, 737mm at rear tire pressure of 0,64 bar (4,5 psi). Maximum 25mm lip permitted on rear bumper as a stiffener; not included in overall measurement.

7.1.	<b>AIR FOIL, WINGS</b>
	Permitted front and rear. Rear spoiler cannot be "built in" to body. Rear deck relocation cannot extend more than one-third of the as-produced replica body's rear window. Side surfaces of elevated decks must be completely covered by spoiler spill plates. Maximum rear spoiler width, including spill plates and attachment points, 1372mm. Rear spoiler spill plates cannot be located forward of the centerline of the rear axle and onto rear quarter. Spill plates cannot be more than 127mm above the roof line. Rear most point of spill plate may not exceed 1524mm past the centerline of the rear axle. Spill plate supports permitted on one side of spill plate only, not both. Lip on rear edge of spill plate ( <i>vertical</i> ) 13mm maximum. The trailing edge of rear spoiler may not extend more than 1422mm past the centerline of the rear axle, may not be more than 76mm above the roof line, and the forward and trailing edge may not be mounted so as to preclude a "wing" configuration. Wicker on spoiler not to exceed 51mm forward or back. Installation of vortex generators is permitted on the spoiler assembly only; prohibited on car body. Any adjustment or movement during run prohibited. Air flow through spoiler or past the underside of spoiler, other than hinged taillight area, prohibited.
7.3	<b>FENDERS</b>
	Four stock-type fenders mandatory. Alterations to accommodate axle relocation permitted. Front fender bubbles may not exceed 64mm as measured from flat portion of fender line to top of bubble.
7.4	<b>FIREWALL</b>
	Must be aluminium or steel; magnesium prohibited. V-shaped firewall constructed of a minimum 1mm aluminium permitted; otherwise, portion of the firewall between skin of the body and the chassis can be no higher than 305mm, as measured from the bottom of the rocker panel to the bottom of the firewall. Must be equipped with "fire windows" measuring no greater than 161cm <sup>2</sup> (25 in <sup>2</sup> ) on either side of firewall in vicinity of valve covers to warn driver of fire. Laminated safety glass or fire-resistant plastics such as Lexan or Plex 70 ( <i>polycarbonate</i> ) mandatory. (see <i>Drawing 28</i> ) See General Regulations 7.4.
7.8	<b>WINDSHIELD / WINDOWS</b>
	Windshield mandatory. Side windows optional. If windows are used, they must be clear. Rear window and quarter windows ( <i>if stock equipped</i> ) must be defined by actual route line in body and painted ( <i>or decaled</i> ) to simulate glass. Side windows must have a minimum 152mm diameter opening adjacent to driver. See General Regulations 7.8.
<b>8 – ELECTRICAL</b>	
8.0	<b>ELECTRICAL COMPONENTS</b>
	Electrical and electronic components are restricted to ignition systems, data recorders and electrical gauges or indicators, automated fire extinguisher, and engine shutoff system components only. The use of electrical/electronic timers to control pneumatic fuel-system valves and/or electric fuel control solenoid valves is permitted. The system may use only movement of the throttle or clutch pedal, a transmission shift, electric/electronic timers, and/or an engine rpm switch to control the pneumatic fuel-system valves and/or to start the timers that control the fuel-system valves.
8.3	<b>IGNITION</b>
	Programmable ignition permitted. Only pre-set times, throttle position, engine rpm, other internal engine data ( <i>temperatures, flow rates, and pressures</i> ), and transmission shifts may be processed with regard to control of the ignition system. Any ignition system that incorporates any programmable multi-point rev limiter and/or any rate-of-acceleration rpm limiter in any form is prohibited. Any ignition system that incorporates vehicle performance data via measurement, sensing, processing, inference, etc. to activate or deactivate any function or capability of the ignition system is prohibited. Any sensor or wiring that connects or transmits vehicle performance data directly, or indirectly, to the ignition system is prohibited. Ignition system components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction manuals unless otherwise approved. Maximum two (2) magnetos; two (2) spark plugs per cylinder, not to exceed 44 amps per magneto. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160; MSD Pro Mag Systems, 44 amp, 8130, 8140; Mallory Super Mag Series 3, 4, 6, 7, 11. MSD 7730 Power Grid unit permitted. The use of any automated rpm-control device during the staging/launching process is prohibited unless equipped with a fully automatic transmission with a converter. All microprocessor ignition components prohibited. See General Regulations 8.3.
8.7	<b>IGNITION SWITCH</b>
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
9.1	<b>COMPUTER</b>
	See General Regulations 9.1, 9.2 and 9.11.
9.1.1	<b>AUTOMATED SHIFTERS</b>
	Prohibited. See Chapter 2.12.
9.1.2	<b>SHUTOFF DEVICE</b>
	Properly installed and operational Electrimotion Top Alcohol Funny Car Shutoff Controller Kit ( <i>part number SB001TAFC</i> ) and Electrimotion Shutoff Receiver ( <i>part number RF001</i> ) mandatory. The Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit must be properly installed ( <i>see Drawing 38 and manufacturer's instructions</i> ). Modification of or tampering with the Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.
9.2	<b>DATA RECORDERS</b>
	See General Regulations 9.1, 9.2 and 9.11.

<b>9.3</b>	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Minimum 8.5kg. System must be divided so that a minimum of 6.2kg is directed into engine compartment by means of nozzle outlets placed in front of each bank of exhaust headers. Remaining 2.3kg or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside frame rail where cables pass engine/bellhousing area. Fire extinguishing system must meet SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars" ( <i>Technical List N°16</i> ) or FIA Standard 8865-2015 ( <i>Technical List N°52</i> ). A manual-activated extinguishing system is mandatory for SFI Spec 17.1. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
<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.
<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>
	See General Regulations 10.3.
<b>10.4</b>	<b>LICENSE</b>
	Valid FIA International License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<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 installed according to the manufacturer's instructions mandatory. All belts must be covered with a fire-resistant covering. Mounting points must be covered with either sheet metal or an acceptable fire-resistant material. See General Regulations 10.5.
<b>10.7</b>	<b>HELMET</b>
	For all cars, a full-face helmet and visor is mandatory. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System ( <i>Part number SDR 890-01-30</i> ) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclava meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. A 206 bar ( <i>3000psi</i> ), 1,84ltr capacity fresh air breathing system mandatory. System must be manufactured by the original helmet manufacturer. Helmet must meet applicable SFI or Snell Specs or FIA Standards with fresh-air system installed. Compressed air only. Air can be supplied "on demand" or by constant pressure.
<b>10.8</b>	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Driver suit meeting SFI Spec 3.2A/20, gloves and footwear meeting SFI Spec 3.3/20, <b>Underwear</b> and head sock/balaclava meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3 mandatory. A head sock/balaclava is not mandatory when the helmet is manufactured with a skirt, labeled as meeting SFI Spec. 3.3/5. See General Regulations 10.10.



## SECTION 10 – PRO STOCK

## DESIGNATION

PS, preceded by car number. Reserved for 2-door or 4-door coupes or sedan production cars.

Body age no older than 20 years prior to current model.

Body, drive train, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements and Specifications.

Once an engine is used in a car at an event, that engine cannot be used in another car for the duration of the event. Engine shall consist of short block and heads, and will be serialized or otherwise identified at each event.

## CLASS WEIGHT BREAKS

Minimum weight at conclusion of run: 1,066kg, including driver.

Minimum weight on the rear axle at conclusion of run: 494kg, including driver.

Chapter

## REQUIREMENTS AND SPECIFICATIONS

## 1 – ENGINE

## 1.1 COOLING SYSTEM

Only one (1) automotive radiator in front location, with only one water pump mandatory in engine compartment. Remote mount permitted. External plumbing from water pump to block and/or cylinder head(s) permitted. Water pump and fan may be electrically driven.

## 1.2 ENGINE

Internal-combustion, reciprocating, naturally aspirated, single-camshaft, 90° V-8 (i.e. cylinder bank must be at a 45° angle from the camshaft/crankshaft centerline, creating a combined 90° angle) automotive-type engine. Maximum setback is 2070mm; minimum setback 2146mm. Measured from centerline of rear axle to rear of engine block (cars built prior to January 1, 2001: maximum engine setback 51mm from centerline of front spindle to center of furthest forward engine spark plug hole). Machining of the block to allow further setback prohibited. For a more detailed description, contact the FIA Technical Department.

Engine displacement restricted to maximum 8193cm<sup>3</sup>.

Aftermarket blocks permitted if designed and cast with OEM approval, and currently accepted by FIA Drag Racing Commission, which designate specific acceptable OEM and/or aftermarket blocks for specific makes of cars.

Maximum cylinder bore spacing 124.46mm (4.900"). Maximum one (1) distributor. All dry sump oil systems must be equipped with an overflow tank. The minimum tank size is 203mm long, 89mm in diameter with a 25mm vent in the top. Inlet minimum size is #10 fitting (AN thread). Tank must also have a baffle installed so as to direct incoming oil to bottom of tank. Minimum size for drain in bottom of tank is 6mm.

All large (valve covers, intake manifolds, headers, heads, blocks, etc.) and all moving engine components are restricted to aluminium, steel, iron, titanium, magnesium, or other conventional alloys; carbon fibre, Kevlar, ceramics, composites, beryllium, or other exotic materials prohibited.

Minimum weight requirements for the following engine components:

Piston: 460 grams

Wrist pin: 135 grams

Connecting rod: 480 grams

Intake valve: 90 grams

Exhaust valve: 80 grams

Material for intake and exhaust push rod, and valve spring are limited to steel. All other materials prohibited. Roller bearings limited to cam bearings, cam thrust bearings, lifters, rocker arm fulcrum and valve spring tip. Conventional sleeve rod and main bearing mandatory.

Semi-permanent manifold covers permitted. Manifold covers must remain firmly attached to the manifold during the run, but must be easily removable for technical inspection. All new manifold covers must be reviewed and accepted by the FIA Drag Racing Commission.

See General Regulations 1.2.

## 1.2.1 CYLINDER HEADS

Hemi, canted-valve or wedge cast heads permitted. Billet heads prohibited. Aftermarket heads permitted if designed and cast with OEM approval, and currently accepted by FIA, which may designate specific acceptable OEM and/or aftermarket cylinder heads for specific makes of cars. All heads designed and cast after February 1, 1991 must include OEM part/casting number plus OEM logo identification and must be FIA-accepted. Any valve configuration or valve size permitted. Stock valve cover mounting surface and head height (thickness) at highest valve cover surface mandatory.

Accepted cylinder heads:

(Hemi cylinder head, part/casting number P4876833, P5155936 or part/casting number P5153447),

(DRCE cylinder head, part/casting number 22530959, DRCE II cylinder head, part/casting number 24502585, DRCE III cylinder head, part/casting number 25534404 or the DRCE IV cylinder head, part number 25534404F, casting number 25534404)

(Ford cylinder head, part/casting number M-6049-E460, or part/casting number M-6010-JC50, or part/casting number M-6010-JC51).

Ports may be raised. Port plates permitted, may be higher than head, no wider than 38mm, may not be recessed into head more than plate width. Plates permitted on intake or exhaust side, not both. Maximum two (2) valves per cylinder; maximum one (1) spark plug per cylinder.

## 1.3 EXHAUST SYSTEM

Open exhaust with headers permitted. See General Regulations 1.3.

## 1.5 FUEL SYSTEM

Maximum 5.7 ltr (1½ gal) fuel cell meeting SFI Spec 28.1 (Jaz #220-015-0 and 220-315-01) or FIA Standard FT3, FT3.5 or FT5-1999 mounted in front of radiator mandatory; must be mounted between frame rails and enclosed in a round tube frame, minimum 32x1.6mm (1¼"x0.065") chrome moly, Titanium Grade 9 or Docol R8 tubing. The round tube frame must be attached to a cross member constructed of minimum 32x1.6mm (1¼"x0.065") chrome moly or Docol R8 tubing. All other designs must be FIA-accepted. Maximum distance from front motor plate to front of 32mm (1¼") tube is 978mm. Must have pressure cap and be vented to outside of body. Extra tank(s) prohibited.

Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems not part of normal fuel-pump system prohibited. See General Regulations 1.5.

## 1.5.1 ELECTRONIC FUEL INJECTION SYSTEM / AIR INDUCTION

Electronic Fuel Injection permitted. Contact FIA Technical Department for specifications and requirements.

<b>1.5.3</b>	<b>CARBURETOR</b>
	Limited to two (2), and only two (2), 4-barrel American automotive production FIA-accepted carburetors (Holley Dominator 4500, Barry Grant King Demon RS, Quick Fuel FX-4714 and P-4512 and Braswell B-7390) with any internal modifications. The following are prohibited: "inline" multibarrel carburetors, slide valve carburetors, and motorcycle carburetors.
<b>1.6</b>	<b>FUEL</b>
	FIA approved racing unleaded gasoline only. Dielectric Constant, as per FIA-accepted DC meter, must match reading from baseline of specified gasoline. The use of additives is prohibited. See General Regulations 1.6. Fuel producers may contact the FIA and ask for the approval of lead-free blends. Competitors will be free to use one of these accepted fuels, but prior to the first run of an event, they must officially declare to the Technical Delegate which of these fuels they will use.
<b>1.8</b>	<b>LOWER ENGINE CONTAINMENT DEVICE</b>
	All cars must utilize an FIA-accepted lower engine oil retention device; a belly pan may be used in lieu of device attached to the engine. The belly pan must extend from frame rail to frame rail and extend forward of the harmonic balancer and in front of the rear motor plate and must incorporate a minimum 51mm high lip on sides. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A non-flammable, oil-absorbent liner is mandatory inside of retention device. Cars can also be equipped with a properly fitting, SFI Spec 7.1 or 7.2 Lower Engine Ballistic/Restraint Device. See General Regulations 1.8.
<b>1.12</b>	<b>THROTTLE</b>
	Throttle control must be manually operated by the driver's foot: electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. See General Regulations 1.12.
<b>2 – DRIVETRAIN</b>	
<b>2.3</b>	<b>CLUTCH, FLYWHEEL, FLYWHEEL SHIELD</b>
	Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3 or 1.4 mandatory. Flywheel shield meeting SFI Spec 6.1 mandatory, SFI Spec 6.2 or 6.3 mandatory on any car using SFI Spec 1.3 or 1.4 clutches. Maximum 3 discs only. Minimum disc diameter 152mm (6"). Clutch must be manually operated by the driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Multistage, variable release, lockup-type clutch of any description prohibited. Throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Flywheel shield cannot be welded into the car and/or (used as a cross member) frame. Frame and/or body braces cannot be welded to flywheel shield. See General Regulations 2.3, 2.5, 2.6 and 2.9.
<b>2.4</b>	<b>DRIVELINE</b>
	Driveshaft must meet SFI Spec 43.1. Front-wheel-drive cars must be converted to rear-wheel drive. Each end of driveshaft must have round 360° drive-shaft loops within 152mm of U-joints. Additionally, driveshaft must be covered by 360° tube, covering the front U-joint and extending rearward a minimum 305mm. Minimum thickness of tube is 1.3mm (0.50") chrome moly or titanium or Docol R8. Driveshaft tube must utilize a minimum of four (4) attachment points to the chassis, either bolted with minimum 8mm SAE bolts or welded or 6mm push/pull pins. See General Regulations 2.4.
<b>2.11</b>	<b>REAR END</b>
	Aftermarket axles mandatory. Full-floating or live axle units permitted. Minimum 40 spline axles mandatory. See General Regulations 2.11.
<b>2.12</b>	<b>TRANSMISSION</b>
	Aftermarket planetary or clutchless transmission with a maximum of five (5) forward speeds and reverse permitted. Automatic transmission prohibited. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited. Each individual shift must be a function of the driver and controlled manually. See General Regulations 2.12, 2.13 and 2.14.
<b>3 – BRAKES AND SUSPENSION</b>	
<b>3.1</b>	<b>BRAKES</b>
	Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic brakes mandatory. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake pads (front and rear) mandatory; all other materials prohibited. Brake lines must be out of flywheel and driveline area. Line-lock permitted on front wheels only, must be driver activated. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. See General Regulations 3.1.
<b>3.3</b>	<b>STEERING</b>
	Stock-type steering in conventional location mandatory. A quick-release mechanism for the steering wheel is compulsory. Maximum two (2) buttons permitted on steering wheel. See General Regulations 3.3 and 4.1.
<b>3.4</b>	<b>SUSPENSION</b>
	Full automobile production systems mandatory. On FIA-accepted four-link suspension systems, when quick-pins are used, pins must have an attachment to keep them from falling onto racing surface when not in use. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel, for a maximum of four per car. Fabricated units permitted. Lightening of stock components prohibited. Rigid-mounted suspensions or straight front axles prohibited. Digressive spring devices and digressive springs prohibited. Active suspension of any kind prohibited. Any ability to make on track setting/rate changes based on "real time" data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited. Electrically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are pre-set before the run. Only one (1) three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the burn-out area. All wiring must be visible and easily traceable for technical inspector. Control boxes must be FIA-accepted. Shock/strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3.4.
<b>3.6</b>	<b>WHEELIE BARS</b>
	Permitted. See General Regulations 3.6.

<b>4 – FRAME</b>	
<b>4.2</b>	<b>BALLAST</b>
	Permitted. Any ballast mounted on, or in front of, forward cross member is limited to 14kg maximum, including bracket. Maximum length of bracket 305mm, measured from the front of the cross member. Width of bracket may not exceed width of lower frame rails. Maximum amount of ballast permitted to be attached to the single-tube-frame-design fuel-cell tube is 11kg. If support bars constructed of minimum 13x1.25mm (½"x0.049") tubing are installed to support the single-tube-frame design, maximum of 18kg of ballast may be attached. Support bars may either be welded or bolted. Must be FIA-accepted design. Maximum distance from front motor-plate to front of bracket is 914mm. Bracket may be constructed of either minimum 32x1.5mm (1¼"x0.058") round chrome moly tubing with minimum four (4) 10mm diameter SAE Grade 8 bolts for attachment, or of minimum 6mm 6061 T6 aluminium plate with minimum four (4) 12mm diameter SAE Grade 8 bolts for attachment, or FIA-accepted DESIGN. All other weight bars, pucks, etc. must use minimum 12mm diameter SAE Grade 8 bolts for attachment. See General Regulations 4.2. Ballast may not be mounted higher than the top of the rear wheel tubs with the exception of the funny car cage area. In the funny car cage area, ballast may not be mounted higher than the top of the driver's shoulders. Disguised ballast prohibited (this includes solid tubing, etc. welded to chassis above the top of the rear wheel tubs).
<b>4.3</b>	<b>HELMET SHROUD</b>
	Optional. If a Funny Car style helmet shroud (optional) is used, all bolts retaining panels to the roll-cage need to be a 13mm hex-style head that is easily accessible with the door open. Any portions of the paneling that are not accessible with the door open must be of tongue and groove or similar style retention in order to allow easy removal of the shroud once accessible front hex head bolts are removed. See General Regulations 4.3.
<b>4.5</b>	<b>GROUND CLEARANCE</b>
	See General Regulations 4.2.
<b>4.8</b>	<b>PARACHUTES</b>
	Dual parachutes mandatory. Parachutes must be mounted such that the maximum measurement between the outside edge of the two (2) parachutes does not exceed 610mm. Parachute packs may not be enclosed. Parachutes must be assisted by a launcher system – either air or spring – that is located behind the parachute pack. A pilot spring does not constitute a launcher but is acceptable as a secondary launch unit. Rear of chute pack cannot be forward of rear tip of spoiler. Pneumatic parachute must use minimum 10mm outside diameter line; cannot use separate air supply from other pneumatic functions. A bushing is mandatory over the shroud-line mounting bolt(s). Lower parachute mounting supports must be bolted; upper mounts may be pinned. No more than 89mm of any portion of the parachute pack can be located under the rear of the spoiler. Measured from the parachute pack backing plate to the rear tip of the spoiler. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
<b>4.11</b>	<b>ROLL-CAGE</b>
	Chassis must meet SFI Spec 25.1H. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. An additional panel(s) of 0.8mm aluminum, 0.6mm steel or carbon fiber must be installed in the roll-cage roof area. The panel(s) must, at a minimum, extend from the driver side roof bar to the centerline of the car. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection. On any car constructed after Oct. 31, 2006, a panel of 0,8mm aluminium, 0,6mm steel, or carbon fibre must be installed on the inside portion of the roll-cage anywhere the driver's legs can come into contact with the cage. Panels must be installed in the front and lower portion of the driver-side x-brace. Panels must be installed in the front and lower portion of the driver-side x-brace. Panels must not be attached to rocker bar (7A), Windshield/Roof bar (12A) or Main Hoop (10) (see Drawing 45). Optional padding may be attached to the panels. See General Regulations 4.4, 4.11 and 10.6.
<b>4.11.1</b>	<b>ROLL-CAGE PADDING</b>
	Mandatory. See General Regulations 4.11.1 and 10.6.
<b>4.12</b>	<b>WHEELBASE AND FRONT TREAD WIDTH</b>
	Front wheels may be moved a maximum of 127mm forward to accommodate the extended front end body as outlined under 7.1 BODY. Rear axle may be moved forward a maximum of 102mm. Maximum wheelbase variation from left to right: 25mm. 2001 and later cars, wheelbase maximum 2667mm, minimum 2642mm. Cars built prior to January 1, 2001 may remain plus or minus 51mm of stock wheelbase.
<b>5 – TIRES AND WHEELS</b>	
<b>5.1</b>	<b>TIRES</b>
	Tires to be automotive type represented by manufacturer for Drag Racing. Clearance from outside of front tire to inside of fender at closest point not to exceed 102mm. Rear clearance 140mm from outside of tire to inside of fender at widest point. Maximum height of front tire is 635mm. See General Regulations 5.1.
<b>5.2</b>	<b>WHEELS</b>
	All rear wheels must meet SFI Spec 15.1 or 15.3, measuring 16"x16" (406x406mm), and be of a beadlock design, with an inner bead minimum 375 ± 3mm. Wheel discs or covers prohibited. Modification and/or lightening prohibited. See General Regulations 5.2.
<b>6 – INTERIOR</b>	
<b>6.1</b>	<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 car in maximum 8 seconds through the Driver side Door, or in maximum 14 seconds through the "Passenger side" Door.
<b>6.2</b>	<b>SEAT</b>
	Driver seat must be minimum 610mm high. Seat frame must be installed as a permanent part of the chassis. See General Regulations 6.2.
<b>6.2.1</b>	<b>UPHOLSTERY</b>
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. The seat must make contact with the driver's entire back, buttocks and upper thighs. Removal of passenger seat permitted. Dashboard exterior appearance must be retained. Fiberglass replica of original permitted. Gauges may be painted in or simulated. Headliner area must have a finished appearance. See General Regulations 6.2.1.

<b>6.2.2</b>	<b>INTERIOR SHEETING</b>
	Driver compartment interior must be aluminium, steel, or FIA-accepted carbon fibre. Magnesium prohibited. Interior sheeting may not extend into rear window any higher than wheel tubs. Trunk must be completely separated from driver compartment with firewall. See General Regulations 6.2.2.
<b>6.3</b>	<b>WINDOW NET</b>
	Window net meeting SFI Spec 27.1 or a window net designed according to Article 253.11.2 of Appendix J to the International Sporting Code mandatory. Window nets must be either ribbon or mesh type. No solid material type. See General Regulations 6.3.
<b>7 – BODY</b>	
<b>7.1</b>	<b>AIR FOIL, WINGS</b>
	Rear spoiler length, maximum 357mm, minimum 305mm, unless specified by body design. Measured from the body line to spoiler transition point to rear of spoiler. A 90° wicker is mandatory across the rear of spoiler. Wicker height is 19mm minimum. This measurement will be taken on the inside of the wicker. Height of the wicker is not included in the total length of the spoiler measurement. May not be moulded into deck lid. All spoilers to be painted to match paint scheme. No lower than horizontal. Roof-mounted spoilers prohibited. Air foils prohibited. Any front spoiler used must have been factory available for body used. Any adjustment or movement during run prohibited. Spoiler measured as follows (see Drawings 1 and 2): A straight edge will be placed on the spoiler, perpendicular to the centerline of the car and level to the ground. Distance between level and lowest part of spoiler not to exceed 51mm. Mandatory height of spill plate 152mm ± 3mm variance; must be attached to spoiler so that a mandatory 25mm ± 3mm variance extends above edge of spoiler; must be vertical to the spoiler. Spill plate may not extend more than 51mm past rear of spoiler, measured from where it attaches to the spoiler. Spoiler and fill area combined may not be more than 597mm in total width; spill plate may not extend forward of the spoiler fill area or more than 51mm past rear of spoiler or be more than 660mm long. When the quarter panel and deck lid follow different contours, a maximum 165mm long filler area is permitted on front edge of the spoiler to permit spoiler to follow contour of deck lid (see Drawing 2). Filler area must follow quarter panel contour, and may not be fashioned so as to permit air to pass underneath it.
<b>7.1.2</b>	<b>BODY</b>
	Sports cars, sedan deliveries, trucks prohibited. Original OEM body shell or FIA-accepted composite body mandatory. Doors must be functional and operable from inside and outside. Doors must be FIA-accepted. Must have sheet-metal deflector plate between fenders and leading edge of doors. Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited. Chopping, channelling, sectioning, or other alterations to contour, length, or width prohibited. Fiberglass or other lightweight body panels permitted. Must be exact duplicates of stock components replaced, must be FIA-accepted prior to use. Any non-metallic front-end body parts (forward of firewall) must be covered with SFI 54.1 flame retardant coating. The coating must be applied according to the manufacturer's specifications and recommendations. Modification to manufactured configuration of replacement body panels prohibited, except for minor trimming to fit. To accommodate permitted body relocation/wheelbase modifications, front end may be lengthened in cowl area. Maximum measurement from B-post to nose is +152mm to -25mm from OEM stock measurement. Maximum front end overhang is 1143mm for 2001 and newer cars. All previously accepted body styles may remain plus or minus 25mm from stock. All cars must successfully pass FIA body template inspection prior to competition. Width over front spindle – plus or minus 25mm from stock or 1702mm, whichever is less. Width is front of front tires (including trim) – plus or minus 25mm from stock or 1635mm, whichever is less. All other measurements must remain within plus or minus 25mm as found on the FIA Pro Stock Body Measurement Legend. FIA approval required for all body styles regardless of manufacturer. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet-metal work to the underside of the car that produces a "tunnel" for the passage of air, etc. Front splitter mandatory (see Drawing 30), must attach to the lower front fascia. Splitter must be constructed of aluminium, steel, or stainless steel with a minimum thickness of 1.3mm and a maximum of 1.5mm. Any additional lips or flanges prohibited. Splitter must be flat and parallel to the front lip. Mounting of the splitter must be FIA-accepted. The 10mm lip in the front will not be included in the front overhang measurement. Maximum 64mm inner lip permitted around front portion of front end. Front portion to be considered area from front-wheel opening extending around front end to front of opposite front-wheel opening. Maximum width of rocker-panel support, 76mm. All body mounts must be non-adjustable. For body modifications, final determination rests with FIA Technical Services Department in its sole and absolute discretion.
<b>7.1.4</b>	<b>BUMPERS</b>
	Must be FIA-accepted.
<b>7.1.5</b>	<b>STREET EQUIPMENT</b>
	Complete tail light assembly must be retained in stock original factory location. Headlight design must be approved by FIA. One functional taillight mandatory. Headlights, parking, stop and tail lights cannot be painted on body. Side marker lights optional. Any other street equipment which does not affect external appearance may be removed.
<b>7.1.6</b>	<b>WHEEL WELLS</b>
	Rear wheel wells must be separate for each tire. Maximum height of rear wheel tubs from ground, 1016mm.
<b>7.4</b>	<b>FIREWALL</b>
	Moving stock firewall location rearward for engine installation permitted. Minimum 0,6mm steel firewall mandatory on any car constructed after 31 October 2006. See General Regulations 7.4.
<b>7.5</b>	<b>FLOOR</b>
	Driver and passenger-side floor pan must be steel and welded in place on any car built after Oct. 31, 2006. Remainder of stock floors may be replaced with 0.6mm steel, 0.8mm aluminium or FIA-accepted carbon fibre. Subfloors and/or belly pans prohibited with the following exception: Floor area between the center frame rails extending from the rear cross member to the bellhousing may be enclosed from the bottom side. Must use minimum 0.6mm steel, 0.8mm aluminium, or carbon fibre for material. Magnesium prohibited. Maximum width for enclosure is 610mm. Material may not extend more than halfway around on outside of center frame rails and may be two pieces. May be either welded in or removable. Floor supports acceptable; maximum total width of material for supports 102mm. Chassis, frame, and driveline must be below floor. Rear floor may not be higher than 203mm above door sill. Driveline tunnel behind driver seat may be higher for proper clearance. Magnesium interior panels prohibited. See General Regulations 7.5.



<b>7.6</b>	<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. Must be finished and painted to follow body paint scheme. Hood must be stock size and contour. Cowl section may be moulded to hood. A minimum of four fasteners must be used on the leading edge of all lift-off hoods. Transducers, sensors, hoses, wiring, vents, etc. prohibited inside hood scoop. The use of an air filter permitted. Filter must be mounted at the opening of the hood scoop; any other location prohibited. <u>Cars utilizing Fuel Injection:</u> Hood scoop prohibited. Hood must be stock size and contour. The cowl section may be moulded to the hood. A minimum of four (4) fasteners must be used on the leading edge of all lift-off hoods.
<b>7.8</b>	<b>WINDSHIELD, WINDOWS</b>
	Full windows mandatory, side and rear windows, 3mm minimum-thickness polycarbonate material permitted. Windshield, 5mm minimum thickness polycarbonate material required. Must match original contour and mount in stock location. Windows must be closed, need not be operative. Cutting and/or notching windshield permitted if covered by hood and/or scoop. Windshields and/or windows must be clear, without tinting or colouring. Side windows, including quarter windows, limited to driver's name, car number, car builder name, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge of windows must remain uncovered. The FIA reserves the right to accept or prohibit placement of decals on windows as deemed necessary to comply with this rule. See General Regulations 7.8.
<b>8 – ELECTRICAL</b>	
<b>8.1</b>	<b>BATTERIES</b>
	Maximum two (2) batteries; total weight wet, fully charged, including battery box: 45kg. Trunk installation mandatory. See General Regulations 8.1.
<b>8.3</b>	<b>IGNITION</b>
	The MSD 7530T, 7720 and 7730 ignition systems are the only accepted units for FIA competition. All other ignition systems are prohibited. Any ignition system and/or components other than those specified must be FIA-accepted prior to usage. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. All MSD 7530T ignition systems must have the three (3) retard wires (pink, tan, and violet) and the points input wire (white) clearly disconnected to disarm the wires from any connection or perceived connection to any other part of the car. The Timed Safety Rev Limit function of the ignition must be set to 8 seconds and 4,000 rpm. MSD 7730 Power Grid unit permitted. <u>Permitted ignition for fuel injection.</u> Contact FIA Technical Department for specifications and requirements.
<b>8.4</b>	<b>MASTER CUTOFF</b>
	Mandatory. See General Regulations 8.4.
<b>8.7</b>	<b>IGNITION SWITCH</b>
	Each car in competition must have a positive-action on/off ignition switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
<b>9.1.2</b>	<b>SHUTOFF DEVICE</b>
	Properly installed and operational Electrimotion Pro Stock Shutoff Controller Kit (RF001PS) mandatory. The Electrimotion Pro Stock Shutoff Controller Kit must be properly installed (see Drawing 39 and manufacturer's instructions). It is prohibited to modify or tamper with the Electrimotion Pro Stock Shutoff Controller Kit. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.
<b>9.2</b>	<b>DATA RECORDERS</b>
	Data recorders permitted; must be standalone, FIA-approved and used for information gathering only. Digital dash display acceptable. Ride height sensors permitted; may only be connected to data recorder. See General Regulations 9.1, 9.2 and 9.11.
<b>9.3</b>	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Fire extinguishing system must meet SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars", (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52) Minimum 2.2kg. System must be divided with one nozzle on driver side and one nozzle on engine. All cars are required to have a pneumatic cylinder or an electronic device (FIA approved) which is activated by the fire system that will activate the master kill switch, or isolator switch, and shut off the engine when the fire system is activated. Any electronic device must incorporate a delay in order to maintain power to the elektrimotion system. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
<b>9.8</b>	<b>PRESSURIZED BOTTLES</b>
	Maximum one (1) pressurized container per car. See General Regulations 9.8.
<b>9.12</b>	<b>PUSH OR TOW VEHICLES</b>
	Three or four wheeled, Quadrunner/ATV type push or tow car permitted. Full-size tow car permitted. See General Regulations 9.12.
<b>9.14</b>	<b>WARMUPS</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>10.4</b>	<b>LICENSE</b>
	Valid FIA International License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<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 installed according to the manufacturer's instructions mandatory. See General Regulations 10.5.
<b>10.7</b>	<b>HELMET</b>
	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.
<b>10.8</b>	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8
<b>10.9</b>	<b>DRIVER</b>
	Must be in stock location. Driver seat to be no less than 559mm from center of rear axle to seat back (where shoulder harness passes through).
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Jacket and pants or suit meeting SFI Spec. 3.2A/15, gloves and footwear meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.3/5 mandatory. Underwear and head sock/balaclava meeting, FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3 mandatory. A helmet skirt meeting SFI Spec 3.3/5 can be used in lieu of a head sock/balaclava. See General Regulations 10.10.

## SECTION 11 – FUNNY CAR

## DESIGNATION

FC, preceded by car number.

Reserved for supercharged nitromethane burning Funny Cars built specifically for drag racing competition.

Any proposed changes to car design or car components must be submitted in writing to the FIA for review and approval or disapproval, at the absolute and sole discretion of the FIA. Only safety-enhancing modifications will be considered for approval and implementation during 2024.

Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, the FIA does not intend for any performance-enhancing modifications to be implemented in 2024.

Plans for proposed changes to car design or car components and, if practicable, prototypes, must be submitted to the FIA as part of the review process.

Fees and costs, if any, incurred by the FIA in determining whether to approve or disapprove the proposed changes to car design or car components shall be borne by the party submitting the items for review. No proposed changes to car design or car components may be used in competition unless written approval has first been granted.

Proposed changes to car design or car components include, but are not limited to, engine blocks, cylinder heads, intake manifolds, fuel pumps, superchargers, body components, wing components and electronics, and include any redesign, reconfiguration, and/or modifications to existing components. It is the participant's responsibility to refer any development, redesign, reconfiguration, and/or modification questions with respect to Funny Car components to the FIA to determine whether these are permitted or prohibited before use in competition, and disqualification or other penalties determined at the FIA's discretion may result if this procedure is not followed.

## CLASS WEIGHT BREAKS

Minimum weight at conclusion of run: 1168kg incl. driver.

Chapter

## REQUIREMENTS AND SPECIFICATIONS

## 1 – ENGINE

## 1.2 ENGINE

Any internal-combustion, FIA-accepted, reciprocating, 90° V-8, automotive-type engine permitted. Single-camshaft only; multi and/or overhead cam configuration prohibited.

Maximum 8194cm<sup>3</sup>,

Maximum bore center spacing 121.92mm (4.800").

Maximum between cam and crankshaft centerline 137.16mm (5.400").

Maximum two valves per cylinder.

Only one (1) cylinder-head design is acceptable: Intake valve angle of 35°±1°. Intake valve size maximum: 62.74mm (2.470").

Exhaust valve angle of 21°±1°. Exhaust valve size maximum: 48.90mm (1.925").

Only permitted Bore Size: 106.37mm (4.1879").

Engine block must be forged aluminium and FIA-accepted. The use of cast engine blocks prohibited.

Lightening of engine blocks prohibited. Engine blocks must be utilised per manufacturer's specifications.

Dry-sump oil system mandatory. Dry-sump system must have tank mounted inside frame rails. Engine must be equipped with SFI Spec 7.1

lower engine ballistic/restraint device, and SFI 14.4 valve covers or blankets. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankshaft/lifter valley become over pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gaskets from extruding. Inner diaper, Taylor part number: 001-ID-FC, NitroSew part number: 4028, KMS Bucket 001 or DJ Safety part number: 750500.wet mandatory. Carbon fibre/composite oil pan prohibited. Valve cover restraints meeting SFI Spec 14.4 mandatory.

## 1.3 EXHAUST

Double-pipe insulated exhaust headers mandatory. Minimum Funny Car header angle: 40°, measured in reference to ground and parallel to the center line of the car (X axis). Maximum header pipe O.D. 70mm. O.D. and I.D. must remain constant beginning 102mm below the header flange to the exit of the header. Maximum width of headers: 2108mm. Maximum header height 292mm, measured from the ground to the highest point at the exit of the exhaust. Centerlines of all four exhaust pipes must be parallel to each other and each pipe must contact adjacent tube.

## 1.5 FUEL SYSTEM

Fuel gauge lines in the driver compartment must be steel braided with steel fittings. Fuel cells permitted. Pressurized fuel tanks prohibited. Mandatory fuel tank vent, 25mm diameter hole in front of body to vent fuel tank outside of body, to help prevent fire from being drawn into tank through vent. Artificial cooling and/or heating of fuel prohibited. All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure tested. All testing must be hydrostatic for minimum 30 seconds at 52 bar (750psi). See General Regulations 1.5.

## 1.5.2 FUEL INJECTOR HAT

Maximum permitted fuel injector air inlet opening: 419.35cm<sup>2</sup>, in fully open position, excluding cross shaft in fully open position. The maximum accepted height from the crankshaft centerline to the top of the injector hat is 864mm. The injector hat shall extend forward no more than 264mm from the front of the injector hat to the front bolt on the blower case opening. Electronic or electrically controlled fuel injection prohibited (see Drawing 29). Any FIA-approved modification must be performed by the original manufacturer only.

## 1.5.4 INTAKE MANIFOLD

Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 64.5cm<sup>2</sup>. If multiple panels are used, total area of rupture disks must equal or exceed 77.4cm<sup>2</sup>. Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted. "Doubling" or "tandem" panel installations prohibited. Accepted setback manifolds: AJPE Stage III 25A-010/103/110, JFR FAM1174 and TBS-500. If using the TBS-500 manifold, a tether is required connecting the two halves of the Manifold. All other setback manifolds prohibited unless FIA-accepted. Manifold studs must be manufactured per FIA specifications. Front manifold restraint meeting SFI 14.5 mandatory on JFR FAM1174 intake manifolds. Unless running the AJPE Stage III 25A-110 a maximum of one of the 69.3cm<sup>2</sup> openings may utilize double panels or be blocked off. See General Regulations 1.10.

## 1.6 FUEL

All fuels other than nitromethane and methanol prohibited. Nitromethane content restricted to 90% maximum.

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

<b>2.15</b>	<b>REVERSER</b>
	Reverser mandatory. Neutral lockout release pin mandatory. Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover. All reversers must be equipped with a pneumatically operated neutral lockout release pin. Installation must be such that the driver can easily and quickly release the pin with all safety equipment in place.
<b>2.15.1</b>	<b>REVERSER COVER</b>
	A one-piece tunnel, covering the reverser and driveshaft, mandatory. Must extend from rear of bellhousing back to within 51mm of the front of driver-seat and be of titanium of 2mm thick minimum, chrome moly 4130 of 2.3mm thick minimum, carbon composite of 2.54mm thick minimum, or carbon / titanium of 3.3mm thick minimum. Hole permitted for lever. Must include minimum 25mm horizontal, mounting flange at edges of tunnel. Mounting to chassis floor/member, minimum four places, 8mm steel or titanium bolts mandatory. Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover.
<b>2.15.2</b>	<b>REVERSER SHIELD</b>
	A one-piece ballistic shield covering all unit's mandatory. Must meet SFI Spec 4.1. See General Regulations 2.13.
<b>3 – BRAKES AND SUSPENSION</b>	
<b>3.1</b>	<b>BRAKES</b>
	Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Four-wheel hydraulic disc brakes with dual master cylinder mandatory. Carbon-fibre brake rotors used in conjunction with carbon-fibre specific brake parts (front and rear) mandatory; all other materials prohibited. Steel brake lines mandatory. FIA-accepted fireproof brake-line covering mandatory on all (front and rear) flexible connection lines. Contact the FIA Technical Department for approved manufacturer(s). Brake lines passing engine or blower drive must be shielded. See General Regulations 3.1. Handbrake handle must be constructed of minimum 8mm thick by 25mm wide aluminium, steel, or titanium. Lightening of handbrake handle (i.e. holes, machining, etc) prohibited.
<b>3.3</b>	<b>STEERING</b>
	A quick-release mechanism for the steering wheel is compulsory. See General Regulations 3.3 and 4.1.
<b>3.4</b>	<b>SUSPENSION</b>
	Front and rear suspension prohibited. Steel front-spindle assembly mandatory, minimum 4130 steel. All other materials prohibited. Plating of front suspension components prohibited. See General Regulations 3.4.
<b>3.6</b>	<b>WHEELIE BARS</b>
	Mandatory; must be functional. Carbon fibre wheelie bars prohibited. See General Regulations 3.6.
<b>4 – FRAME</b>	
<b>4.2</b>	<b>BALLAST</b>
	Permitted. Must be secured with minimum of two (2) 13mm or four (4) 10mm Grade 8 fasteners per 45kg and be FIA-accepted.
<b>4.3</b>	<b>HELMET SHROUD</b>
	All cars in Funny Car must have a rear roll-cage shroud. A multi-piece shroud is permitted. The shroud must be constructed of minimum 1.9mm (0.075") Grade 2 ASTM-B-265 titanium or 2.28mm (0.090") 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three (3) 6mm minimum diameter Grade 8 bolts and bosses per side, to the top with one 6mm minimum diameter Grade 8 bolt and boss, and to the rear bars with a minimum of two (2) 6mm minimum diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Three-piece shields must be made with two side shields and a center section. The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop to the extent that protective equipment cannot inadvertently catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. Bolt heads must be 13mm hex-style head.
<b>4.4.1</b>	<b>TOW-STRAP HOOP</b>
	Mandatory. See General Regulations 4.4.1.
<b>4.5</b>	<b>GROUND CLEARANCE</b>
	See General Regulations 4.5.
<b>4.7</b>	<b>REAR BODY MOUNT TREE</b>
	Rear body mount tree must be constructed of 4130 steel. Titanium or other material not permitted.
<b>4.8</b>	<b>PARACHUTES</b>
	Dual parachutes mandatory. Two (2) separate shroud line mounting points mandatory with sleeved 12mm minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 4.75mm 4130 steel or titanium. Shroud lines must be covered with 2mm thick leather or FIA-accepted material from mounting point into the pack. An FIA-accepted parachute tether(s) must be routed through each shroud line end loop and be attached using the rear end mounting bolt(s) on each side. FIA-accepted parachute tether(s): Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one (1) tether is required, which must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with fire-resistant material. Two separate release cables mandatory. The parachute floor must be flat and may not extend more than 152mm rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. Parachute mounting box must be FIA-accepted prior to competition. All safety pins must be removed and the system must be armed before entering the designated burn out area. See General Regulations 4.8.
<b>4.11</b>	<b>ROLL-CAGE</b>
	Chassis must meet SFI Spec 10.5A. Chassis must be recertified by an approved Chassis Inspector and have a serialized sticker accompanied by a label identifying the Specification, affixed to the roll-cage before participation. See FIA EDRC SFI Specifications list for recertification periods. All wiring must be external of the frame rails; routing of cables, hydraulic or pneumatic lines inside the chassis is permitted. See General regulations 4.4, 4.11 and 10.6.

4.11.1	<b>ROLL-CAGE PADDING</b>
	Mandatory. See General Regulations 4.11.1 and 10.6.
4.12	<b>WHEELBASE</b>
	Minimum 3150mm; maximum 3175mm; measured on the long side. Maximum wheelbase variation from left to right: 51mm. Rear tread width cannot be outside of body line nor more than 76mm inside body line. Front tread width must be no more than 152mm inside body line. Measurements will be taken from outside edge of tire to inside edge of body.
<b>5 – TIRES AND WHEELS</b>	
5.1	<b>TIRES</b>
	Tires to be automotive-type represented by manufacturer for Funny Car. Manufacturer name, logo, and tire identification markings must be unaltered and as provided by tire manufacturer, and visible on all four tires at all times. Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures. Minimum tire pressure at start of run 0.41 bar (6psi). See General Regulations 5.1. All drive tires must either be, or have been, generally available to all competitors. Tires that are currently being provided by the manufacturer, the manufacturer's representative, or other commercial entity must be available to all competitors within that category.
5.2	<b>WHEELS</b>
	Front wheels meeting SFI Spec 15.2 mandatory. Beadlock 16" (406mm) rear wheels meeting SFI Spec 15.4 mandatory; inner bead minimum 375 ± 3mm. Any modifications and/or lightening, unless performed by the manufacturer is prohibited. The rear wheels must be completely isolated from driver compartment. Wire wheels prohibited. Rear-wheel discs or covers prohibited. Wheels must conform to applicable tire manufacturer requirements. Titanium wheel studs prohibited.
<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 safety equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the car in maximum 9 seconds.
6.2	<b>SEAT</b>
	Driver seat bucket must be made of aluminum or steel. Use of magnesium or carbon fiber driver seat buckets are prohibited. See General Regulations 6.2.
6.2.1	<b>UPHOLSTERY</b>
	Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory covering the seat upholstery. See General Regulations 6.2.1
6.2.2	<b>INTERIOR SHEETING</b>
	Driver compartment interior, firewall, seat, etc. must be aluminium or steel. Magnesium or carbon fibre prohibited; carbon fibre injector "doghouse" permitted. See General Regulations 6.2.2.
<b>7 – BODY</b>	
7.1	<b>AIRFOILS</b>
	Prohibited.
7.1	<b>SPOILERS</b>
	Permitted, rear only. Rear spoiler cannot be "built in" to body. Rear deck relocation cannot extend more than one-third of the as-produced replica body's rear window. Side surfaces of elevated decks must be completely covered by spoiler spill plates. Deck area inside spill plates may be no more than 45mm lower than area outside spill plates. Spoiler surface, front and rear, must be a continuous single-curved plane. Any lips, notches, decks, or steps prohibited in the spoiler surface, except for wickers. Spill plates must consist of vertical planes running parallel to the car. A maximum of two (2) additional supports (ribs or plates) will be permitted anywhere between the spill plates, as long as they are in the vertical plane, running parallel to the spill plates. If the body is equipped with a rear-spoiler support, which extends from the spoiler to the bumper area and is parallel to the spill plates, a diagonal brace will be permitted. If this brace is to the outside, it must be cut in a straight line, diagonally from the rear of the support to the outside flange of the body. Maximum rear-spoiler width, including spill plates and attachment points, 1372mm. Rear spoiler spill plates cannot be located forward of the centerline of the rear axle and onto rear quarter. Spill plates cannot be more than 127mm above the roof line or 1524mm from the ground, whichever is less. Rearmost point of spill plate may not be more than 1524mm past the centerline of the rear axle. Lip on rear spoiler (vertical) 13mm maximum. Spill plate supports permitted on one side of spill plate only, not both. The trailing edge of rear spoiler may not extend more than 1422mm past the centerline of the rear axle, may not be more than 127mm above the roof line or 1524mm from the ground, whichever is less, and the forward and trailing edge may not be mounted so as to preclude a "wing" configuration. Wicker on spoiler not to exceed 51mm forward or back. The installation of vortex generators is permitted on the spoiler assembly only; prohibited on car body. Any adjustment or movement during run prohibited. Air flow through spoiler or past the underside of spoiler, other than hinged taillight area, prohibited. Spoiler may be constructed of FIA accepted composite material, but spill plates must be made of minimum 2mm magnesium H24 alloy, 2mm 6061 aluminium, or 4mm carbon fibre. Any carbon-fibre spill plates must be FIA-accepted prior to use. Spill plates shall be attached to the body with minimum 6mm steel screws and aluminium nuts. An aluminium backup washer must be used on the underside of the body, minimum 19x0.7mm. Spill plates shall be connected by at least one (1) 1.6mm stainless steel cable looped through a minimum 8mm (AN42) eyebolt using the proper thimble (AN100) for the size cable used, and crimped with a copper nico press sleeve (cable specs: 7x7 strand core, 218kg breaking strength to Mil Spec Mil-W-83420) and one pair of the same specified cables attaching to the deck of the body. Spill plate must be attached to the body by aluminium nuts. Minimum one 8x1mm 4130 center wing strut shall be fastened, one end to the body deck, the other to the spoiler, and located in the center of the spoiler width-wise. The attachment bracket on the body to be minimum 1.6mm steel secured to the body deck with two 8mm or three 6mm steel screws with aluminium nuts. A 0.7mm minimum steel backup doubler must be used under the body to attach the wing strut bracket: 51x51mm minimum size.
7.1	<b>WINGS</b>
	Prohibited.



7.1.2	<b>BODY</b>
	<p>FIA-accepted coupe or sedan body of a type originally mass-produced by automobile manufacturer (domestic or foreign). Body age no more than 15 years prior to current model. Must have originally measured 1600mm wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fibre permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited. Any modification to body not described in this Rulebook prohibited. Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited. Maximum body width variation from front to rear is 152mm. Minimum body width is 1524mm when mounted. Bodies are measured at centerline of front and rear axles. A body header flange lip is permitted and can measure a maximum of 25mm or as wide as the body, whichever is less. Fender flares or lips, maximum 38mm permitted on forward half of front and 25mm on the rear wheel openings; may not extend rearward of spindle or axle centerlines; must be defined from body. Lips must be mounted in line with wheel opening, and may not be mounted in front of opening. Both the 25mm and 38mm flares will not be considered in any width measurement. Enclosing the wheel wells or the use of wheel fairings is prohibited. Wheel well openings: front, minimum 127mm measured vertically from centerline of the front axle to wheel well opening; rear, minimum 203mm measured vertically from centerline of rear axle to wheel well opening. Trailing edge of rocker minimum 457mm measured directly from centerline of rear axle. Front overhang not to exceed 1016mm measured from the center of the most forward front spindle to the most forward point of the bodywork. Beltline mouldings (if on stock car), headlight and taillight housings or indentations must be incorporated into body. Tail light area may be hinged (top only) for air venting, maximum 645cm<sup>2</sup>. On each side, maximum two flaps, that must be adjacent, accepted. The hinged openings must include the taillight and must be rectangular in shape; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood. Maximum height of hood cowling 127mm, may be no wider than base of A-pillars. Roofs may be chopped maximum 51mm. Complete removal of roof prohibited. Minimum roof width 813mm. Minimum width at A-pillar 1238mm; minimum width at C-pillar 1257mm. Length of roof as measured from top of front windshield to top of rear window must remain within 102mm of stock. Rocker panel extensions may not be more than 25mm wide. All bodies run in competition must be run as they come from FIA-approved moulds.</p> <p>Modifications for header clearance will be permitted if authorized in advance by the FIA Technical Services Department. Bodies will be clean of bumper roll pans or any other component(s) which are in FIA's determination unnecessary to the normal mounting tubing, firewall and driver enclosure. No underbody streamlining will be permitted. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet-metal work under the body that produces a "tunnel" for the passage of air, etc., Rub bar / splitter cannot extend beyond the inside body line or be greater than 13mm thick. Maximum width of opening for blower, 660mm. Opening for blower hat must have a minimum 63.5mm clearance between body and throttle linkage, clearance not included in 660mm dimension. Wicker permitted on front and sides of blower opening; maximum height 25mm. Wicker must be installed 90° to body. Final determination on all body modifications rests with FIA Technical Department. Bodies must be equipped with two (2) front-release handles. Handle must be fabricated from round tube maximum 32mm O.D. with a flange welded to the end of the tube. Maximum flange size 140x89mm. Front-release handle must be FIA Drag Racing Commission-accepted prior to use. No part of the front-release handle may extend forward of the front overhang limit. Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin-and-cable type with capability to remove body without pulling pin. The mechanism must be unobstructed and easily visible and not located within 76mm of any other opening. Release handle must be coloured red and of T-handle design with a minimum measurement of 76mm in length. Contact FIA Technical Department for acceptable design, operation, and installation. Body (hood) burst panel(s), minimum 1858cm<sup>2</sup>, mandatory. Body burst panel(s) must be secured with plastic screws or tie wraps 3mm maximum width. Two (2) FIA-accepted body burst panel tethers, with separate body pads bolted with plates on both sides of panel. Burst panel tethers should be connected to one side of the burst panel only. Taping of body burst panel permitted along front leading edge only, all other sides prohibited. Maximum 25mm wide strip of tape permitted on burst panel. FIA-accepted body burst panel tethers: FIA-approved or Amick Race Car Restraints part number JF-101.</p> <p>Any new body designs, plans, pictures, specifications, or concepts must be submitted to the FIA Technical Department on or prior to November 15 of the preceding year. All new body designs or concepts must receive final approval from FIA on or prior to December 15 of the preceding year. Body specifications may vary for certain exhibition cars; prior FIA approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations, and must be applied externally. Doghouse fire shielding in driver compartment mandatory; if carbon fibre, must be covered with SFI Spec 54.1 flame-retardant covering or coating. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. A minimum of six (3 per side) doublers must be utilized on the mounting tree attachment points connecting the main saddle support structure to the body forward of the 'A' pillar. The six mounting tree attachment points do not include attachment to the front latching system. The framing must be a permanent fixture, with no adjustments. Modification to the lower, rear corner of the front wheel opening(s) may be permitted, IF required to meet the clearance for start line timing lights. In side view, the body should present clearance, all the way across the car, 76mm from the ground, extending for a length of 311mm max, rearward from the front spindle centerline. Any exposed edges or openings as a result of trimming the wheel opening corner should be patched and refinished. Such modifications must be authorized in advance by the FIA Technical Department and accepted upon completion. Front and rear wheel well must maintain OEM radius and contour, and be accepted by FIA at the time of the body approval.</p>
7.1.3	<b>ESCAPE HATCH</b>
	Mandatory. See General Regulations 7.1.3
7.1.4	<b>BUMPERS</b>
	<p>Must be equipped with rear bumper consisting of a minimum vertical surface of 76mm, maximum allowable cut-out for parachute shroud lines 102x762mm. The trailing edge of rear bumper may not extend more than 1372mm from the centerline of the rear axle. Maximum measurement from trailing edge of rear bumper to ground 737mm at rear tire pressure of 0.41bar (6psi). Maximum 25mm lip permitted on rear bumper as a stiffener, not included in overall measurement.</p>
7.4	<b>FIREWALL / DASH</b>
	<p>Must be aluminium or steel; magnesium prohibited. Dash may be minimum 1mm aluminium, firewall minimum 1.3mm aluminium. Dash/firewall overlap seam must use a double row of screws, staggered, on maximum 51mm centers. Minimum fastener requirements are 6mm screws, aluminium nuts, and 19x3mm billet washers. Distance from center of hole to edge of panel, 19mm minimum. Distance from top of bellhousing shroud cut-out to "V" of firewall, 152mm minimum. Minimum 1.3mm doubler plate permitted. One-piece 1.3mm dash/firewall permitted. Firewall must be equipped with fire windows measuring no greater than 161cm<sup>2</sup> on either side of firewall in vicinity of valve covers to warn driver of fire. Laminated safety glass or fire-resistant plastics such as Lexan or Plex 70 mandatory. Doghouse fire shielding in driver compartment mandatory; if carbon fibre, must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must seal to clutch cover and to top frame rails. Trailing edge of shield should extend to base of steering wheel and angle toward top of roll cage. Must be mounted with minimum four (4) self-locking fasteners (2 on each side). Minimum material, 1mm aluminium. Hinged top optional. (See Drawing 26) Vertical portion of the firewall must be within ± 1° of the motor plate angle. Forward coving (radius lip that goes forward) is prohibited. Portion of the firewall between inner surface of the body and the chassis can be no higher than 305mm, as measured from the bottom of the rocker panel to the bottom of the firewall. If the bottom of the firewall has a rearward facing radius of 127mm or more, a 13mm tall by 102mm deep diffuser must run the full length of the radius and be installed not more than 25mm from the apex of the initial radius. The rear break point of the lower radius cannot exceed 305mm from the vertical portion of the firewall.</p>

7.5	<b>FLOOR</b>
	Subflooring, inside but independent of body, mandatory. Subflooring must not contain openings or gaps
7.8	<b>WINDSHIELD, WINDOWS</b>
	Windshield mandatory. Windows optional. Maximum windshield and rear window angle: 3° from stock. Maximum curvature: 51mm from stock. Rear window and quarter windows (if stock equipped) must be defined by actual route line in body and painted or decaled to simulate glass. Side windows, or window openings, may be shortened a maximum of 51mm. Drilling or cutting the windshield or rear window for air passage is prohibited. If windows are used, they must be clear. Side windows must have a minimum 152mm diameter opening adjacent to driver. Side windows limited to driver's name, car number, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge of windows must remain uncovered. FIA reserves the right to accept or prohibit placement of decals on windows as deemed necessary to comply with this rule. See General Regulations 7.8.
<b>8 – ELECTRICAL</b>	
8.0	<b>ELECTRICAL COMPONENTS</b>
	Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, fuel timers, clutch timers, and engine-shutoff system components only. Functions of fuel timers, clutch timers, and ignition system must be initiated by wide-open throttle switch only.
8.3	<b>IGNITION SYSTEM</b>
	The use of ignition systems and/or components is limited to those that have been FIA-accepted for competition. The use of ignition components is limited to the following MSD products: 44 amp coil (part no. 8142); Points Box (8145); Points Box with rev limiter (8147); Six Shooter module sector (8158); Timing Retard (8168); and Programmable Pro Mag Timing Multi Step Retard (89712); and Graphic Editor (part no. 7570) or MSD 8771. The MSD 89712 Pro Mag Digital Retard Control and MSD 7570 Graphic Editor or MSD 8771 are the only accepted units for FIA competition. Any ignition system and/or components other than those specified must be FIA-accepted prior to usage. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Maximum two (2) spark plugs per cylinder. All TDC must be pinned to prevent removal. Maximum two (2) magnetos, not to exceed 44 amps per magneto. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160, MSD Pro Mag Systems, 44 amp, 8130, 8140. <u>Engine RPM Controller:</u> Use of MSD 89712 or 8771 mandatory. Only latest approved firmware permitted.
8.7	<b>IGNITION SWITCH</b>
	Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver.
<b>9 – SUPPORT GROUP</b>	
9.1.2	<b>SHUTOFF DEVICE</b>
	Properly installed and operational Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, SB002FC or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Funny Car Safety Shutoff Controller Kit must be properly installed (see Drawing 40 and manufacturer's instructions). Modification of or tampering with the Electrimotion Controller prohibited. The activation of the system override switch by any means other than parachute deployment is prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Electrimotion Shutoff Controller to illuminate a dash light for driver notification, disengage throttle and /or enable the shutoff device. Any other use of the Crew Alert Box or the Motorsports Safety Electronics Shutoff System is prohibited.
9.1.3	<b>PAN PRESSURE SHUTOFF SYSTEM</b>
	An Electrimotion Pan Pressure Shutoff System Kit (part number PK 01) or an Electrimotion Pan PSI Kit (part number PS 15) connected directly to the mandatory Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, SB002FC or CM3.0) is mandatory on all cars. All of these components must be properly installed per the manufacturer's instructions and fully operational. Maximum setting for the pan pressure switch is 9 PSI. Any attempt to circumvent the function of any of these devices is strictly prohibited.
9.2	<b>DATA RECORDERS</b>
	Data recorders permitted; must be FIA-accepted. Ride height sensors permitted; may only be connected to data recorder. Accepted systems: Racepak Pro III, Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. All Pro III output signals must be approved by FIA. See General Regulations 9.1, 9.2 and 9.11.
9.3	<b>FIRE EXTINGUISHER / FIRE SUPPRESSION SYSTEM</b>
	Minimum 8.5kg or more. System must be divided so that a minimum of 6.2kg is directed into engine compartment by means of nozzle outlets placed in front of each bank of exhaust headers. Remaining 2.3kg or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications with all gauges clearly visible. Fire bottle activation cables must be installed inside frame rail where cables pass engine/ bellhousing area. Fire bottle mounting brackets must be constructed of aluminium or steel. Carbon-fibre bottles prohibited. Fire extinguishing system must meet SFI Spec 17.1, FIA Standard "FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars" (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52). A manually activated extinguishing system is mandatory for SFI Spec 17.1. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	<b>PUSH OR TOW VEHICLES</b>
	Full-size chase cars permitted. See General Regulations 9.12.
9.14	<b>WARM-UPS</b>
	When starting a car of this category in the pit area, the car must be fully within the assigned space. <b>NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF THE ASSIGNED PIT SPACE.</b> Race teams may not back car out of pit space to start the engine. When occupying the "end spot" pit space, or if the neighbouring trailer does not completely shield your car, it is mandatory to park a push or tow car alongside the race car while the engine is running. See General Regulations 9.5 and 9.14.

<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. See General Regulations 10.3.
<b>10.4</b>	<b>LICENSE</b>
	Valid FIA International License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
<b>10.5</b>	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum seven (7)-point, driver restraint system meeting FIA Standard 8853-2016 SFI Spec 16.1, 16.5 or 16.6 mandatory. Wrapping of belt(s) around frame rail or chassis tube prohibited. All shoulder, lap, and leg straps must be mounted to the chassis via mounting brackets that are bolted or welded to the chassis per the manufacturer's instructions. If bracket is bolted through frame rail or chassis tube, hole in frame rail or chassis tube must be bushed, with bushing completely welded to tube. Whether mounted directly to frame or to a tab welded to the frame, mounting bracket attachment bolt must be in double shear and of shoulder bolt design, so as to permit the bracket to pivot and align toward the direction of pull. All belts must be covered with a fire-resistant covering. Seat belt mounting points must be additionally covered with either sheet metal or an acceptable fire-resistant material. See General Regulations 10.5.
<b>10.7</b>	<b>HELMET</b>
	For all cars, a full-face helmet and visor is mandatory. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System ( <i>Part number SDR 890-01-30</i> ) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclava meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. A 206 bar ( <i>3000psi</i> ), 1,84ltr capacity fresh air breathing system mandatory. System must be manufactured by the original helmet manufacturer. Helmet must meet applicable SFI or Snell Specs or FIA Standards with fresh-air system installed. Compressed air only. Air can be supplied "on demand" or by constant pressure.
<b>10.8</b>	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8.
<b>10.10</b>	<b>PROTECTIVE CLOTHING</b>
	Driver suit meeting SFI Spec 3.2A/20, gloves and footwear meeting SFI Spec 3.3/20, <b>Underwear and</b> head sock/balaclava meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3 and helmet skirt meeting SFI Spec 3.3/10 mandatory. See General Regulations 10.10.

## SECTION 12 – TOP FUEL DRAGSTER

## DESIGNATION

TF, preceded by car number.

Reserved for supercharged fuel-burning Dragsters, built specifically for all-out drag racing competition.

Any proposed changes to car design or car components must be submitted in writing to the FIA for review and approval or disapproval, at the absolute and sole discretion of the FIA. Only safety-enhancing modifications will be considered for approval and implementation during 2024. Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, the FIA does not intend for any performance-enhancing modifications to be implemented in 2024.

Plans for proposed changes to car design or car components and, if practicable, prototypes, must be submitted to the FIA as part of the review process.

Fees and costs, if any, incurred by the FIA in determining whether to approve or disapprove the proposed changes to car design or car components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing by the FIA. No proposed changes to car design or car components may be used in competition unless written approval has first been granted.

Proposed changes to car design or car components include, but are not limited to, engine blocks, cylinder heads, intake manifolds, fuel pumps, superchargers, body components, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. It is the participant's responsibility to refer any development, redesign, reconfiguration, and/or modification questions with respect to Top Fuel components to the FIA to determine whether permitted or prohibited before use in competition, and disqualification or other penalties determined at the FIA's discretion may result if this procedure is not followed.

Minimum weight at conclusion of run: 1052kg, incl. driver.

Chapter

## REQUIREMENTS AND SPECIFICATIONS

## 1 – ENGINE

## 1.2 ENGINE

Any internal-combustion, FIA-accepted, reciprocating, 90° V-8, automotive-type engine permitted.

Single-camshaft only; multi and/or overhead cam configuration prohibited.

Maximum Engine size: 8,193cm<sup>3</sup> (500cid).

Maximum bore center spacing: 121.92mm (4.800").

Maximum between cam and crankshaft centreline: 137.16mm (5.400").

Maximum two valves per cylinder.

Only one cylinder-head design is acceptable:

Intake valve angle: 35° ± 1°.

Intake valve size maximum: 62.74mm (2.470").

Exhaust valve angle: 21° ± 1°.

Maximum exhaust valve size: 48.90mm (1.925").

Only permitted Bore Size: 106.37mm (4.1879").

Engine block must be forged aluminium and FIA-accepted. The use of cast engine blocks prohibited.

Lightening of engine blocks prohibited. Engine blocks must be utilized per manufacturer's specifications.

Dry-sump oil system permitted. Dry-sump system must have tank mounted inside frame rails. Engine must be equipped with SFI Spec 7.1 lower engine ballistic/restraint device, and SFI 14.4 valve covers or blankets. End rail at rear of motor must be covered with ballistic material. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankshaft/lifter valley become over pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gaskets from extruding. Inner diaper, Taylor part number: 002-ID-TF, NitroSew part number: 4028, KMS Bucket 001 or DJ Safety part number: 750500.wet mandatory. Carbon fibre/composite oil pan prohibited. Valve cover restraints meeting SFI Spec 14.4 mandatory.

## 1.3 EXHAUST SYSTEM

Exhaust must be directed to rear, away from driver. Maximum header pipe O.D. 70mm. O.D. and I.D. must remain constant to the exit of the header. Maximum header pipe length cannot exceed 406mm measured from the top frame rail.

## 1.5 FUEL SYSTEM

Fuel lines must be isolated from driver compartment by a subfloor or housing when engine is located in rear and fuel tank is front of driver. Fuel gauge lines in the driver compartment must be steel-braided with steel fittings. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom frame rail. No fuel may be routed through any frame member. Fuel cells permitted. Fuel cells meeting FIA Standard FT3, FT3.5 or FT5-1999 recommended. Electronic or electronically controlled fuel system timers permitted. Artificial cooling and/or heating of fuel prohibited. Fuel pump inlet must be of double-barb design. All fuel inlet fittings must be double barb or double bead design and secured with double clamps. Fuel block, down nozzle and manifold nozzle lines must be located so as to be clear of exit pressure from manifold burst panel. All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure-tested. All testing must be hydrostatic for minimum 30 seconds at 51.8 bar (750psi). See General Regulations 1.5.

## 1.5.2 FUEL INJECTOR HAT

Maximum fuel injector air inlet opening: 419.35cm<sup>2</sup>, measured at butterfly or throttle bodies, excluding cross shaft in fully open position. The maximum accepted height from the crankshaft centerline to the top of the injector hat is 1168mm. The injector hat shall extend forward no more than 264mm from the front of the injector hat to the front left cylinder mounting stud/bolt for the intake manifold to cylinder-head attachment on the blower case opening. Maximum throat inlet opening, 419.35cm<sup>2</sup>. See Drawing 29. Any FIA-approved modification must be performed by the original manufacturer only. Electronic or electrically controlled fuel injection prohibited.



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



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

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

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

9.1.3	<b>PAN PRESSURE SHUTOFF SYSTEM</b>
	An Electrimotion Pan Pressure Shutoff System Kit (part number PK 01) or an Electrimotion Pan PSI Kit (part number PS 15) connected directly to the mandatory Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, SB002FC or CM3.0) is mandatory on all cars. All of these components must be properly installed per the manufacturer's instructions and fully operational. Maximum setting for the pan pressure switch is 0.62 bar (9psi). Any attempt to circumvent the function of any of these devices is strictly prohibited.
9.2	<b>DATA RECORDERS</b>
	Data recorders permitted; must be FIA-accepted. Accepted systems: Racepak Pro III, Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. Ride height sensors permitted; may only be connected to data recorder. All Pro III output signals must be approved by FIA. See General Regulations 9.1, 9.2 and 9.11.
9.3	<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 cars with an enclosed cockpit. Minimum 2.3kg. Must be installed per manufacturer's specifications with all gauges clearly visible. Safety pins must be red flagged and removed before entering the designated burn out area. See General Regulations 9.3.
9.12	<b>PUSH OR TOW VEHICLES</b>
	No full-size tow cars permitted in starting-line area; a starting cart mandatory. The maximum starting-cart size can equal that of a standard golf cart without a canopy. Full-size chase cars permitted. See General Regulations 9.12.
9.14	<b>WARM-UPS</b>
	When starting a car of this category in the pit area, the car must be fully within the assigned space. NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF THE ASSIGNED PIT SPACE. Race teams may not back car out of pit space to start the engine. When occupying the "end spot" pit space, or if the neighbouring trailer does not completely shield your car, it is mandatory to park a push or tow car alongside the race car while the engine is running. See General Regulations 9.5 and 9.14.
<b>10 – DRIVER</b>	
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 FIA International License mandatory. See FIA International Sporting Code Appendix L, Art. 9.
10.5	<b>DRIVER RESTRAINT SYSTEM</b>
	Minimum seven (7)-point driver restraint system meeting FIA Standard 8853-2016, SFI Spec 16.1, 16.5 or 16.6 mandatory. Shoulder, lap and leg straps may be wrapped around a frame or chassis tube, provided the belt is properly aligned toward the direction of pull. When fastened with driver in position, absolutely no "folds" are permitted in any belt(s). Otherwise, all belts must be mounted to the chassis via mounting brackets that are bolted or welded to the chassis per the manufacturer's instructions. If bracket is bolted through frame rail or chassis tube, hole in frame rail or chassis tube must be bushed, with bushing completely welded to tube. Whether mounted directly to frame, or to a tab welded to the frame, mounting bracket attachment bolt must be in double shear and of shoulder bolt design, so as to permit the bracket to pivot and align toward the direction of pull. Shoulder belts must utilize two individual straps, each with its own mount and mounting point. All belts must be covered with a fire-resistant covering. See General Regulations 10.5.
10.7	<b>HELMET</b>
	For all cars, a full-face helmet and visor is mandatory. See General Regulations 10.7 for required Standard and Spec. An Eject Helmet Removal System ( <i>Part number SDR 890-01-30</i> ) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock/balaclava meeting SFI 3.3 or FIA Standard 8856-2000 may be used in lieu of the Eject Helmet Removal System. In addition, any FIA-approved balaclava meeting the FIA Standard 8856-2018, and that is indicated in the technical list as a balaclava that reduces the loads transmitted to the driver's neck while the helmet is being removed, may also be used in lieu of the Eject Helmet Removal System. See General Regulations 10.7.
10.8	<b>HEAD AND NECK RESTRAINT DEVICE/SYSTEM</b>
	The use of a head and neck restraint device/system is mandatory. See General Regulations 10.8
10.10	<b>PROTECTIVE CLOTHING</b>
	Driver suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3A/20, footwear meeting SFI Spec 3.3/15, <b>Underwear and</b> head sock/balaclava meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec 3.3 and helmet skirt meeting SFI Spec 3.3/10 mandatory. See See General Regulations 10.10.