



## **SHRA 2017 Safety Policies & Race Day Procedures**

### **-GENERAL-**

Misconduct at the event by driving or behavior will be cause for ejection from the event. Tampering with any required safety device or safety equipment to render it ineffective will be grounds for immediate ejection from the event and will carry a fine and/or a suspension from the association events for an amount and/or time to be determined by the event officials.

Failure to follow directions from the starter or any race official will be cause for disqualification.

Crew personnel in the staging lanes or starting line area should be fully attired (shoes are required). Starter and primer of remote start cars must stand to side of car, not in front of vehicle.

All cars will be inspected for general safety and classification. By entry into this event, you acknowledge SHRA's right to inspect your vehicle at any time for legality and safety violations.

The Competition Director's decision will be final in all matters.

The practice of trans brake testing, converter stalls, line-lock testing, and/or transmission warming is prohibited in all classes, in all areas of the event unless the vehicle is on jack stands.

Side by side burnouts are highly recommended!

Racers are required to safety pull to the side of the racing surface and come to a complete stop in the occurrence of any mechanical failures or leakage.

If a car loses fire on the burnout and stops on the track past the sixty foot marker, the opposing car MUST SHUT-OFF. The track must be cleared of the broken care before opposing car can make a pass. Opposing car is automatically given the round win if in eliminations and has choice to re-fire and idle down track or go to the end of the line to re-fuel and make a full pass. Tow vehicles are highly recommended to be equipped with 1 currently tagged fire extinguisher

SHRA will use NHRA Heritage Series Nostalgia Eliminator Rules as a Guideline for

the Nostalgia Eliminator classes with emphasis on the following:

<http://www.nhra.com/userfiles/file/2013HRHSfinal.pdf>

## **-NOSTALGIA ELIMINATOR-**

NE 1 - **4.65** Index / NE 2 - **5.00** Index / NE 3 - **5.50** Index

Nostalgia Eliminator fields will be ALL RUN up to 16 cars and paired on a sportsman ladder based on exact car count. If over 16 cars, the top 16 qualifiers will advance to eliminations.

NE 1 is reserved for center steer altereds, front engine dragsters and funny cars only. Any 48 or earlier door car can run in NE 2 & NE 3. Funny Cars welcome in any NE class and must have 1996 or earlier body style. All engine combinations are allowed (no electronic fuel injection). All fuel types (gasoline, alcohol, nitromethane) are allowed. Nitrous is prohibited. Trans-brakes are permitted in all Nostalgia Eliminator classes. Two-Steps are permitted in all Nostalgia Eliminator classes. High RPM rev limiters permitted but may not be used for down track performance controlling. See detailed information below.

### **COMPUTER**

Prohibited. No vehicles may be equipped with computers that in any way affect the operation of the vehicle. All related wiring, sensors, etc. must be identifiable to the tech inspector. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle.

### **DATA RECORDER**

Permitted. Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. All data recorders manufactured after Jan. 1, 2006, must be NHRA-accepted. Data recorder may not be activated by the throttle, clutch, brake, mechanisms, etc., nor by the Christmas Tree, radio transmitters, sensing of wheel speed, inertia, laser device, or transmission of track position. Other than data-recording functions built into NHRA-accepted ignition systems that start data acquisition automatically, all data recorders must be activated by a separate switch that requires a separate action (with respect to all other devices) by the driver or crewperson. The switch may neither be connected to nor be incorporated into any other device or component. Fifth-wheel sensing devices prohibited on all vehicles (includes wheelie-bar wheels). All lines sensing flow, pressure, etc. of fuel or oil must be metallic or steel braided.

Discovery of a device that displays, indicates, or transmits "on track," "track location," or "elapsed time"-type data will be grounds for immediate disqualification from the event, loss of all SHRA points, and suspension from all SHRA events for remainder of season.

### **OIL RETENTION DEVICE**

A properly fitting, SFI Spec 7.1, 7.2, or NHRA-accepted lower engine oil retention device is mandatory. Dragsters may utilize a belly pan in lieu of a device attached to the engine. Belly pan must extend from framerail to framerail

and extend forward of the harmonic balancer and rearward of the flywheel and must incorporate minimum 2-inch-high lips on all sides.

## **THROTTLE**

Positive throttle return required. Each car must have a foot throttle incorporating a positive-acting double (2) return springs attached directly to the carburetor/injector throttle arm. Throttle control must be manually operated by driver's foot, incorporating a positive action return system. Toe lift throttle peddle mandatory.

## **DELAY BOX / DEVICES**

Prohibited. Electronic devices include but are not limited to throttle stops, delay boxes, cross-over boxes, rpm or timer shifters, and rpm or pressure-activated switches.

## **IGNITION / TIMING**

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down track rpm controller, prohibited. If a driver uses a top end rev limiter to control top end performance during qualifying there will be one verbal warning. If the driver repeats this again during qualifying OR allows it to happen during eliminations the driver and car are immediately disqualified. Any electronic timing retard or advance devices are prohibited.

## **PROGRAMMABLE IGNITIONS IN NOSTALGIA ELIMINATOR**

In an effort to ensure the traditional old school, non-electronically aided approach to the SHRA Nostalgia Eliminator 1-2-3 classes, the MSD 7531 and 7530 ignition box as well as any computer downloadable ignition systems, timers or grid systems will be banned from use in SHRA competition. This also includes any form of traction control device or system that can change timing down track.

## **WARM UPS**

Warm-Ups **MUST** be conducted on jack-stands or pro jacks. No car may be warmed up in the pit area on the ground. A licensed driver must be inside the cockpit at all times.

## **ROLL CAGE**

Mandatory - Must have chassis inspected every three years by NHRA or IHRA and have a serialized sticker affixed to cage before participation. Vehicle must meet appropriate SFI Specification for your specific class.

## **ROLL-CAGE PADDING**

Roll-cage padding mandatory on any vehicle running 9.99 (\*6.39) and quicker. Padding must be used anywhere driver's helmet may come in contact with roll-cage components.

## **HELMET**

For all 9.99 and quicker open-bodied cars, a full-face Snell M2005, M2010, K2005, SA2005, SA2010, SFI 31.2A or 41.2A helmet mandatory; shield mandatory (goggles prohibited). For all 9.99 and quicker supercharged cars, a full-face Snell SA2005, SA2010, or SFI 31.2A helmet mandatory; shield mandatory (goggles prohibited).

## **NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM**

Neck collar meeting SFI Spec 3.3 mandatory. A head and neck restraint device/system may be used in lieu of a neck collar.

## **HEAD SOCK**

Nomex head sock or helmet with built in fire containment sock required in NE 1, NE 2, NE 3.

## **LICENSING**

Valid NHRA or IHRA competition license mandatory in Nostalgia Eliminator.

## **CLASS SWITCHING**

Prohibited once first time trial is completed

## **POINTS DISTRIBUTION**

All points earned in SHRA competition in all classes are awarded to driver, not car.

## **DOUBLE DQ / COMPUTER ERRORS**

"First or Worst" will apply in all cases relevant (ex. One car crosses centerline and one contacts wall, both cars go red after tree drops, etc). In the event that a double disqualification occurs, that cannot be decided using "first or worst" (ex. Both cars leave before the tree drops, computer or timing sensor error, etc.) the Competition Director has final say and may retrieve information from track and SHRA staff to assist his judgment.

## **CLASS DESIGNATION**

Required. All Nostalgia Eliminator cars must have their class (NE 1, NE 2, NE 3) designated clearly visible to tech officials and track crew on both sides of the car.

**BREAK RULE** - If the eliminations ladder has been posted prior to notification to the SHRA of a broken car, the field and pairings will remain set, the entry fee is locked in and the broke car will get points earned up to that point and no first round payout. If the driver notifies the SHRA prior to the elimination ladder posting, the driver will have two options.

**Option #1** - The SHRA will keep the \$50 entry fee and the driver can keep the points earned up to that point and their qualifying position will stand and be factored into the eliminations ladder.

**Option #2** - The SHRA can refund the \$50 entry fee and the driver's points will be forfeited for the event and their qualifying position will be omitted from the eliminations ladder.

**In Competition** - Car must be able to start and take green light to advance into next round. If a car is broken, even on a bye run, and unable to take green light under its own power, the car does not advance to next round.

## **SAFETY**

**Batteries** - If there is a battery on the car to start the car, a battery disconnect switch is mandatory.

**Driveline** – A full cover must enclose the driveline if U-joints are used. Cover must be .063 steel or .125 aluminum.

**Brakes** – All NE1, NE2, & NE3 must have rear wheel disc brakes.

**Parachutes** – NE1 & NE2 functioning parachute required.

**Master Cutoff** - Mandatory.

**Fire Control System** - Mandatory in NE 1 and NE2. Recommended in NE3. 5lb on board fire system with at least two nozzles, one in cockpit, one for engine. Full charge indication required.

**Safety Harness** – Three inch driver restraint system meeting SFI spec. 16.1. mandatory for all classes.

**Arm Restraints** – Mandatory for Nostalgia Eliminator and any open cockpit cars.

**Taillight** – One functioning taillight mandatory.

**Fire Suits** – Nostalgia Eliminator 1,2,3 – 3.2a/5 full fire suit mandatory (including gloves / shoes) and at minimum a fire jacket is mandatory for sportsman cars capable of 7.49 times or quicker. Blown NE 1 cars, 15 suit required, 20 suit recommended.

## **NOSTALGIA ELIMINATOR CLASS PAYOUT**

Nostalgia Eliminator payout will be made post-race by mail in a timely manner by the SHRA. Please COMPLETELY fill out your SHRA Nostalgia Eliminator tech cards with correct billing and mailing names and addresses to ensure a correct payment is made and delivered. Payout starts in round two of competition.

**ENTRY FEE:** \$50 entry fee will be collected by an SHRA staff member either at the front gate upon arrival to each event or at the SHRA t-shirt booth in the pits. Tech cards will be turned in at the drivers meeting.

### **Nostalgia Eliminator 1**

Winner - \$500 / Runner Up \$400 / Semi - \$250 / Rd 2 - \$175

### **Nostalgia Eliminator 2**

Winner - \$400 / Runner Up \$300 / Semi - \$200 / Rd 2 - \$150

### **Nostalgia Eliminator 3**

Winner - \$400 / Runner Up \$300 / Semi - \$200 / Rd 2 - \$150

## **-OLD SCHOOL BRACKET CLASSES-**

### **OLD SCHOOL NO ELECTRONICS BRACKET**

RULES: NO Electronics Class. Open ET, Dial In Bracket, .500 sportsman tree. Any 1982 or earlier bodied car including door cars, front engine dragsters, altered, roadsters, rods or gassers. Footbrake Only. Trans-Brake permitted for reverse purposes ONLY. Shift solenoids permitted. Delay Boxes MUST BE REMOVED.

Two Time Trial Sessions. Pairings By Card Draw in Staging Lanes. No Buy Backs.

*Bye Run Procedure:* First round bye determined by car draw. Best reaction time earns bye run for next round. Bye run carries over. No driver may benefit from two bye runs. If there is a tie for the bye run, it will be awarded to the driver who was first.

### **"OLD SCHOOL ELECTRONICS BRACKET"**

Electronics Class - Open ET, Dial In Bracket, .500 sportsman tree. Any 1982 or earlier bodied car including door cars, front engine dragsters, altered, roadsters, rods or gassers. Electronics are permitted, including delay boxes and trans-brakes. Two Time Trial Sessions. Pairings By Card Draw in Staging Lanes. No Buy Backs.

*Bye Run Procedure:* First round bye determined by car draw. Best reaction time earns bye run for next round. Bye run carries over. No driver may benefit from two bye runs. If there is a tie for the bye run, it will be awarded to the driver who was first.

## **BRACKET CLASS GUIDELINES & PAYOUT DETAILS**

**Entry Fee** = \$40 (Includes Car & Driver)

**Guaranteed Set Payout:** \$350 To Win, \$200 Runner Up, \$100 Semis, \$40 Quarters

Payout is available same day in the tower from SHRA announcer David Rattan.

Entry fees will be collected by an SHRA staff member at the front gate of each event. Tech cards will be turned in at the drivers meeting completely filled out and signed.

### **BREAK RULE**

If a bracket class racer breaks prior to first round they MUST notify an SHRA official. The racer has the option of getting their 10 show up points or their entry fee refunded. If a refund is received, no points are awarded for the event. If the racer chooses to accept their points the entry fee will be applied to the payout for that race.

### **DOUBLE TECHING**

A racer may race the same car in Old School Electronics or Old School No Electronics ("delay box must be removed between rounds" in No-E). A racer may race 2 different cars in Electronics or No Electronics. A racer MAY NOT enter the same class twice in the same car. A racer MAY NOT enter the same class twice in 2 different cars.

### **NITROUS**

Nitrous is allowed in Old School Electronics and Old School No Electronics. Nitrous must be manually operated by driver in Old School No Electronics (no timers).

## **LATE ENTRIES**

A racer arriving late will be given the opportunity of a time trial if time permits. If first round has begun in ANY class there will be no more time trials. The racer will be allowed to enter eliminations after paying the entry fee for the class.

## **-POINTS-**

### **NOSTALGIA ELIMINATOR POINTS:**

Event Attendance = 10 pts

Qualifying = 1 Point Per Position

(ex. 16 cars. #1 gets 16, #16 gets 1, etc)

Completed Qualifying Round = 5 pts each

Elimination Round Win = 10 pts each

Elimination Round Loss = 5 pts each

\*Car must fire and complete burnout to earn points for time trial round.

\*Car must fire and complete burnout to earn points and payout for elimination round.

### **OLD SCHOOL BRACKET POINTS:**

Event Attendance = 10 pts

Elimination Round Win = 10 pts each

Event Runner Up = 1 pt

Event Win = 2 pts

\*Car must fire and take green light to earn points for elimination round.

### **NOSTALGIA SUPER STOCK:**

Event Attendance = 10 pts

Qualifying = #1 gets 5 pts, #2 gets 4 pts, #3 gets 3pts, #4 gets 2 pts, #5 onwards get 1 pt.

Elimination Round Win = 10 pts each

Event Runner Up = 1 pt

Event Win = 2 pts

\*Car must fire and complete burnout to earn points for time trial round

\*Car must fire and take green light to earn points for elimination round

## **BREAKING A TIE IN FINAL POINTS STANDINGS:**

Tie Break #1 - Number of events attended

Tie Break #2 - Number of events won

Tie Break #3 - Number of round wins in the season

## **-MEMBERSHIP-**

### **NOSTALGIA ELIMINATOR MEMBERSHIP**

SHRA Nostalgia Eliminator membership (\$150) is required to earn year end monetary points payouts and NE Shootout points in SHRA competition. A two event grace period will be permitted for any new competitors. If the driver wishes to continue racing in the SHRA NE classes, membership will be required for the third event they wish to participate in. Membership will count through the calendar year of the SHRA season and include a T-Shirt and series participant stickers. Non-members will not be eligible for SHRA year end payout or Shootout points.

### **OLD SCHOOL BRACKET MEMBERSHIP**

SHRA Old School Bracket membership (\$20) is required to earn year end monetary points payouts and points in the No Electronics and Electronics classes. Membership will count through the calendar year of the SHRA season and include series participant stickers. Non-members will not be eligible for SHRA year end payout or event points. These classes are open to any 82 or earlier vehicle and driver. Membership is NOT required to race with SHRA and earn event payouts. Membership is only for those wishing to run for points and for year end points payouts.

### **NOSTALGIA SUPER STOCK MEMBERSHIP**

SHRA Nostalgia Super Stock membership (\$100) is required to earn points and year end monetary points payouts. A one event grace period will be permitted for any new competitors. If the driver wishes to continue racing in the SHRA after their first event, membership will be required. Membership will count through the calendar year of the SHRA season and include a series T-Shirt and participant decals. Memberships can be mailed in or you may sign up at the SHRA t-shirt booth prior to any event.

## **-NOSTALGIA SUPER STOCK RULES-**

SHRA Nostalgia Super Stock rules can be found on the "Nostalgia Super Stock" page at [www.shracing.com](http://www.shracing.com). Nostalgia Super Stock will have two dropped points races in 2017 (less if events are rained out). All drivers will claim their six (maximum) highest event totals when factoring their final Championship standings. Drivers running more than 6 events will receive 5 pts for each additional event attended.

## **-SHRA PROTEST POLICY-**

Any SHRA member racer has the option to protest a competitor whom they feel is in violation of the rules after first presenting their issue to the rules committee of the respective class. After the rules committee reviews the situation, a protest will be granted or denied. A \$150 cash on the spot protest fee will be required. If the protestor is found to be correct in his protest, he will be refunded the money. If the protested car is found to be within the legal rules and guidelines of the SHRA, the protested driver will receive the money.



**CONTACT INFO:**

*Board Chairman* - Chris Graves (972.898.7550 or fuelcarfan@yahoo.com)

*Safety Director* - Thomas Hixson (817.223.0012 or thomasw13@verizon.net)

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