

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

Revised: 5/8/13

**SHRA will use NHRA Heritage Series Nostalgia Eliminator Rules As Guideline for the Nostalgia Eliminator classes with emphasis on the following:**

[http://www.nhra.com/UserFiles/File/2012HRHS-Final2\\_03-22-12.pdf](http://www.nhra.com/UserFiles/File/2012HRHS-Final2_03-22-12.pdf)

NE 1 is reserved for center steer front engine dragsters, alteredds and pre-79 bodied funny cars only. Left and right hand steer roadsters can run in NE 2 & 3. All engine combinations are allowed. All fuel types (gasoline, alcohol, nitromethane) are allowed. Trans-brakes are permitted in all Nostalgia Eliminator classes. Two-Steps ARE permitted in ALL Nostalgia Eliminator classes. Trans-brakes are permitted in "Nostalgia Bracket" but not in "Hot Rod" class. Specific rules to each class are posted at [www.shraracing.com](http://www.shraracing.com) on the respective pages. Be sure to observe these class specific rules as well. Delay boxes **MUST BE REMOVED** in all classes and no data acquisition is permitted.

## ***OIL RETENTION DEVICE***

A properly fitting, SFI Spec 7.1, 7.2, or NHRA-accepted lower engine oil retention device is mandatory in Nostalgia Eliminator classes. 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 activated switches. Delay boxes **MUST BE REMOVED**.

## ***IGNITION***

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down track rpm controller, prohibited and must be removed. 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.

## **OTHER**

Batteries - If there is a battery on the car to start the car, 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 disk brakes.

Parachutes – NE1 & NE2 functioning parachute recommended for 2013.

Fire Control System – NE1, NE2, & NE3 - Remote controlled 5lb. on board fire system mandatory for NE 1 for 2013. At least two nozzles, one in cockpit, one for engine. This will be mandatory for NE 2 and 3 in 2014.

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 for all classes.

Fire Suits – NE1 & NE2 – 3.2a/5 full fire suit mandatory for all Nostalgia Eliminator classes (including gloves / shoes) and at minimum a fire jacket is mandatory for sportsman cars capable of 7.49 times or quicker.

## **INSTRUMENTS**

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

## **WARM UPS**

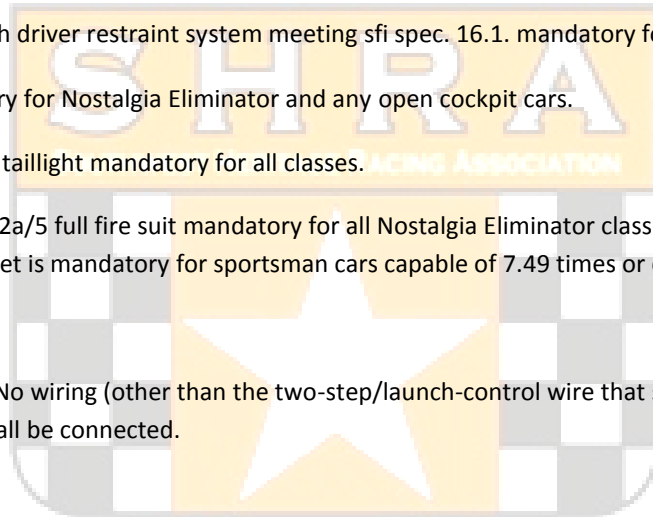
Warm-Ups MUST be conducted on jack-stands or pro-jacks. No car may be warmed up in the pit area on the ground with someone in the cockpit at ALL times.

## **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.

## **LICENSING**

Valid NHRA or IHRA competition license mandatory.

## **CLASS SWITCHING**

Racers wishing to switch classes are permitted to do so with the following limitations: Drivers may switch classes ONLY AFTER the first time trial and BEFORE the second time trial begins. The driver MUST notify the SHRA representative of both the previously contested class and class the driver wishes to switch to. Drivers may NOT switch back after time trials are completed. Drivers must have made at least one time trial in the class they will be running during eliminations.

## **GENERAL**

Bye Run Procedures: A driver may benefit from the "drawn bye run" only once per event. This draw will be made publicly by SHRA staff and posted on the SHRA run boards located in the pit area. The only way a driver may benefit from two bye runs is if the opposing competitor cannot make the call for a previously paired elimination round.

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.

Vehicles may not proceed to the staging lanes without passing a technical inspection.

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 Race 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 safely pull to the side of the racing surface and come to a complete stop immediately in the occurrence of any mechanical failures or leakage.

In any class, if a car breaks and stops on the track anywhere past the 60' mark and is unable to re-fire, the opposing car must shut off for safety reasons and the broken car and driver must clear the track before racing can resume. The opposing car that was forced to shutoff can choose to fire and run immediately or re-fuel and run at the end of that same session.

If a car loses fire on the burnout and stops on the track, the opposing car MUST SHUT-OFF. The track must be cleared of the broken car 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

***RUN ORDER*** - Hot Rod, Nostalgia Bracket, Nost. Elim 3, Nost. Elim 2, Nost. Elim 1

#### ***SPORTSMAN CLASS INFO & PAYOUT DETAILS***

Sportsman payout will be made same day and in cash. The payout details will be announced over the loud speaker before eliminations begin and will be based on car count, but guaranteed 100% payback! Any fuel system is permitted in either sportsman class. A vehicle can be equipped with a trans-brake for reverse purpose ONLY. Any device used for assisting of launching a vehicle is strictly prohibited.

#### ***NOSTALGIA ELIMINATOR CLASS PAYOUT***

Nostalgia Eliminator payout will be made post-race by mail in a timely manner.

#### ***NOSTALGIA ELIMINATOR "Bye Run Filler" OPTION***

Any car who has been eliminated that would like to make another run for test purposes or to benefit the program is welcome to do so by filling the "empty" lane in any bye run in all Nostalgia Eliminator classes.