



2011 Hot Rod Heritage Racing Series Rule Amendments

Effective January 1, 2011
Updated January 27, 2011

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Note:

Additions are Blue underline

Deletions are ~~Red strikethrough~~

SECTION 1 – HOT ROD ELIMINATOR

Page 8

FRAME: 4

ROLL CAGE PADDING

Beginning June 1, 2011, roll-cage padding meeting SFI Spec 45.1 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. See General Regulations 4:11, 10:6.

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DRIVER: 10

HELMET

~~Full-face helmet mandatory on all cars 9.99 or quicker. Shield mandatory 7.49 and quicker. Helmet meeting Snell M2000, M2005, M2010, SA2000, SA2005 or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 Specs mandatory. Drivers in supercharged vehicles and Funny Cars must wear a helmet meeting Snell SA2000, SA2005 or SFI 31.1A, 31.2A, or 31.1/2005 Specs. See General Regulations 10:7.~~
For all 10.00 to 13.99 closed-bodied cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.1A, 31.1/2005, 31.2A, 41.1A, 41.1/2005, or 41.2A helmet with or without a shield is mandatory required.

For all 9.99 and quicker closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker supercharged cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet mandatory; shield permitted (goggles prohibited).

SECTION 2 – GAS ELIMINATOR

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FRAME: 4

ROLL CAGE PADDING

Beginning June 1, 2011, roll-cage padding meeting SFI Spec 45.1 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. See General Regulations 4:11, 10:6.

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DRIVER: 10

HELMET

~~Full-face helmet mandatory on all cars 9.99 or quicker. Shield mandatory 7.49 and quicker. Helmet meeting Snell M2000, M2005, M2010, SA2000, SA2005, or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 Specs. Drivers in supercharged vehicles~~

~~must wear a helmet meeting Snell SA2000, SA2005, SFI 31.1A, 31.2A, or 31.1/2005 Specs. See General Regulations 10:7.~~

~~For all 10.00 to 13.99 closed-bodied cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.1A, 31.1/2005, 31.2A, 41.1A, 41.1/2005, or 41.2A helmet with or without a shield is mandatory required.~~

~~For all 9.99 and quicker closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A or 41.2A helmet mandatory; shield permitted (goggles prohibited).~~

~~For all 9.99 and quicker supercharged cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet mandatory; shield permitted (goggles prohibited).~~

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Neck collar meeting SFI Spec 3.3 mandatory in A/Gas, B/Gas, and C/Gas or cars exceeding 135 mph. A head and neck restraint device/system may be used in lieu of a neck collar. See General Regulations 10:8.

Beginning Jan. 1, 2012, head and neck restraint device/system meeting SFI Spec 38.1 mandatory in A/Gas.

SECTION 3 – NOSTALGIA ELIMINATOR

Page 19

BRAKES & SUSPENSION: 3

BALLAST

~~Permitted. See General Regulations 4:2.~~

GROUND CLEARANCE

~~Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan and headers. See General Regulations 4:5.~~

PARACHUTE

~~Mandatory on any car that runs 150 mph or faster. See General Regulations 4:8.~~

ROLL CAGE

~~Mandatory. Must have chassis inspected every three years by NHRA and have a serialized sticker affixed to cage before participation. Plating of chassis prohibited for all cars manufactured after Jan. 1, 2003. Vehicle must meet appropriate SFI Specification. See General Regulations 4:11, 10:6.~~

WHEELBASE

~~Minimum 90 inches, unless car has original engine. Maximum wheelbase variation from left to right: 1 inch; dragsters: 2 inches. Minimum front tread width: 26 inches on any dragster.~~

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FRAME: 4

BALLAST

Permitted. See General Regulations 4:2.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan and headers. See General Regulations 4:5.

PARACHUTE

Mandatory on any car that runs 150 mph or faster. See General Regulations 4:8.

ROLL CAGE

Mandatory. Must have chassis inspected every three years by NHRA and have a serialized sticker affixed to cage before participation. Plating of chassis prohibited for all cars manufactured after Jan. 1, 2003. Vehicle must meet appropriate SFI Specification. See General Regulations 4:11, 10:6.

ROLL CAGE PADDING

Beginning June 1, 2011, roll-cage padding meeting SFI Spec 45.1 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. See General Regulations 4:11, 10:6.

WHEELBASE

Minimum 90 inches, unless car has original engine. Maximum wheelbase variation from left to right: 1 inch; dragsters: 2 inches. Minimum front tread width: 26 inches on any dragster.

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DRIVER: 10

HELMET

~~**Full-face helmet mandatory on all cars 9.99 or quicker. Shield mandatory 7.49 and quicker. Helmet meeting Snell M2000, M2005, M2010, SA2000, SA2005 or SFI 31.2A, 31.1/2005, 41.2A, or 41.1/2005 Specs. Drivers in supercharged vehicles must wear a helmet meeting Snell SA2000, SA2005 or SFI 31.2A, or 31.1/2005 Specs. See General Regulations 10:7.**~~

For all 9.99 and quicker open-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, 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 SA2000, 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. See General Regulations 10:8.

Beginning Jan. 1, 2012, head and neck restraint device/system meeting SFI Spec 38.1 mandatory in N/E I.

SECTION 4 – 7.0 ELMINATOR

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DRIVER: 10

HELMET

A full-face helmet with shield meeting Snell ~~Spec~~ SA2000, SA2005, [SA2010](#), or SFI 31.2A, or 31.1/2005 mandatory. See General Regulations 10:7.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system is mandatory in any vehicle running 200 mph or faster. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions

[Beginning Jan. 1, 2012, all drivers in the class will be required to wear a head and neck restraint device/system meeting SFI Spec 38.1.](#)

SECTION 5 – JUNIOR FUEL ELIMINATOR

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FRAME: 4

ROLL CAGE Updated 1/27/11

Mandatory. Chassis must be inspected every three years by NHRA and have serialized sticker affixed to frame before participation. Chassis must conform to SFI Spec 2.4B. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. ~~Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame retardant covering. A current list of NHRA-accepted roll cage padding is available on NHRA.com.~~ See General Regulations 4:4, 4:11, 10:6.

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DRIVER: 10

HELMET

Full-face helmet with shield meeting Snell SA2000, SA2005, [SA2010](#), or SFI 31.2A, 31.1/2005, 41.2A, or 41.1/2005 Specs mandatory. See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Neck collar meeting SFI Spec 3.3 mandatory in all cars running 9.99 (6.39*) or quicker or cars exceeding 135 mph. A head and neck restraint device/system may be used in lieu of a neck collar. See General Regulations 10:8.

[Beginning Jan. 1, 2012, all drivers in the class will be required to wear a head and neck restraint device/system meeting SFI Spec 38.1.](#)

SECTION 6 – AA/GAS SUPERCHARGED ELIMINATOR

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CLASS

AA/Gas Supercharged Eliminator: 5.5 pounds per cubic inch; 2,200-pound minimum.

Competition is based on using a four-tenths heads-up Pro Tree.

Reserved for pre-1973 coupe or sedan that must readily resemble the intended body style. ~~Customizing allowed. Bodies may be fiberglass, carbon fiber, aluminum, or steel. Full trunk line must exist above the rear fenders. Front-end overhang limited to 43 inches, as measured from the centerline of the front spindle to the farthest forward part of the car. Windshield angle must appear stock. Grille, headlights, and taillights may be painted to resemble stock. Grille surface and hood droop should resemble stock dimensions. Final body approval granted by NHRA.~~

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ENGINE: 1

FUEL SYSTEM

Fuel lines must be isolated from driver's compartment. Fuel tank must be equipped with a positive locking screw-on cap. Fuel-tank vent, 1-inch-diameter maximum, and must be run outside of the body to vent fuel. Maximum fuel injector air inlet opening: 65 square inches measured at butterfly or throttle bodies, excluding cross shaft in fully open position. Fuel injector hat/scoops must be NHRA accepted prior to competition. ~~Air intake maximum 65 inches.~~ Fuel system limited to a maximum of one mechanical fuel pump, one barrel valve, and one fuel pressure activated high speed pop off valve. The use of electric, pneumatic, or any other automatic way of switching or sequencing of fuel system is prohibited. ~~No timers on fuel systems. Only one manually controlled solenoid allowed in fuel system.~~ Composite materials in the injector hat or scoop permitted. Composite material includes carbon fiber, Kevlar, and weave-graphite fiber. Spacers permitted. Injector hat may not extend above the roof line. Electronic fuel injection system prohibited. Down nozzles prohibited. See General Regulations 1:5.

SUPERCHARGER

Restricted to Roots-type supercharger. Rotor helix angle not to exceed that of standard 71-series GM-type rotor. High-helix rotors prohibited. Maximum size: 6-71, 18.250-inch case length, 11.250-inch case width, 15-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. Rotors must be driven from the front; both external drive and internal gearing. The case must be one piece with removable front and rear bearing end plates: rotor must be contained within one-piece case. OEM manufacturer's (cast) case mandatory, billet cases prohibited. No modifications to case as manufactured. Inlet shoes for inlet sizing permitted ~~allowed~~. Any inlet/outlet cavity in front of the rotors is restricted to maximum 1.425 from the face of the bearing plate to the back of the cavity. The rotors must be driven from the front (both external drive and the internal gearing). ~~High-helix rotors prohibited.~~ Maximum supercharger overdrive limit is 55.00 percent. Blower ratio not to exceed 50 percent overdrive. Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.1 mandatory. ~~Supercharger restraint systems SFI Spec 14.1 is mandatory.~~ Intercoolers prohibited on supercharged vehicles. Blower-belt guard that protects all fluid, oil, and water lines required. Supercharger must be in a conventional location above the intake manifold and cylinder heads. Supercharger restraint device may not be modified. See General Regulations 1:10, 1:11.

THROTTLE

Must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation; exception: entries utilizing a torque convertor may use pneumatic throttle control for starting line/staging RPM limiter only. ~~No electronic or drive by wire allowed.~~ See General Regulations 1:12.

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DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.1, 1.2, or 1.5 mandatory. Flywheel shield meeting SFI Spec 6.1 or 9.1 required on cars using an SFI Spec 1.1 clutch. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all cars using an SFI Spec 1.2 or 1.5 clutch. 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. ~~Clutches controlled by timers prohibited. Clutch release must be operated by the driver's foot. NHRA-accepted physically challenged hand controls permitted.~~ See General Regulations 2:3, 2:5, 2:6, and 2:9.

TRANSMISSION

Aftermarket Any planetary transmission permitted, limited to with a maximum of five forward speeds and reverse permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Aftermarket converter drive units permitted. When an aftermarket converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lock out. Transmission brake permitted on all converter equipped entries. Lockup converters and overdrive units are prohibited. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated shifters and/or timer/rpm-type shifting devices prohibited; each individual shift must be a function of the driver. Shifting must be controlled by manual or pneumatic means only (driver pulls the lever or pushes the button); electric or electronics may in no way affect the shifting mechanism. ~~Cars with torque converter can remove 100 pounds. (NHRA-accepted physically challenged hand controls permitted). Air-shifter bottles must be permanently mounted (hose clamps or tie wraps prohibited) and stamped as meeting DOT-1800 pound rating. Overdrive/underdrive units, motorcycle, snowmobile, or farm implement-type transmission prohibited.~~

TRANSMISSION SHIELD

~~Transmission shield meeting SFI Spec 4.1 mandatory. Flexplate shield meeting SFI Spec 30.1 mandatory. See General Regulations 2:14.~~

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BRAKES & SUSPENSION: 3

SUSPENSION

Full automotive-type suspension mandatory required on all four wheels. Minimum one hydraulic shock per rear wheel. ~~No E~~ electronic-or pneumatically controlled shocks prohibited. Lockup shocks prohibited. Cars with independent A arm or strut-type front suspension must have a minimum of one hydraulic shock per front wheel. Cars with torsion bar front suspension do not require front shocks. ~~No R~~ rigid mounted rear ends prohibited allowed. See General Regulations 3:4.

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FRAME: 4

PARACHUTE

Dual parachutes mandatory. [Separate shroud-line mounting points required with ½-inch sleeved grade 8 bolts.](#) Parachute lines must be covered with fire-resistant material. See General Regulations 4:8.

ROLL CAGE **Updated 1/27/11**

Mandatory. Chassis must be inspected every three years by NHRA and have serialized sticker affixed to roll cage before participation. All chassis must conform to SFI Spec 25.1E. ~~Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted roll cage padding is available on NHRA.com.~~ See General Regulations 4:4, 4:11, 10:6.

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INTERIOR: 6

SHEET METAL

Driver-compartment interior must be aluminum, [NHRA-accepted carbon fiber](#), or steel. Magnesium prohibited.

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BODY: 7

BODY

Body must be pre-1973 coupe or sedan. [All bodies must originate from and resemble a production vehicle; may be altered in height, width, length, and contour etc. Front overhang not to exceed 34 inches forward of the front spindle. Customizing allowed.](#) Bodies may be [carbon fiber](#), fiberglass, aluminum, or steel. ~~Excessive body modifications prohibited. Cars must resemble the intended body style used.~~ Full trunk line must exist above the rear fenders. Windshield angle must appear stock. Grilles, headlights, and taillights may be painted. Grille must be a replica of stock. Headlight buckets are required. Grille surface and hood droop should resemble stock dimensions. [Entries utilizing a pre-1948 body deduct 75 pounds from minimum weight.](#) Final body approval must be received from NHRA.

SPOILERS

Aftermarket rear spoiler permitted. Limited to ~~2,750~~ **2,500** square inches. Spoiler may not extend more than 12 inches behind the rearmost body panel and cannot be wider than the car body. Maximum ~~spill~~ **side**-plate height ~~65~~ inches; maximum wicker height 2 1/2 inches. Skirting the spoiler into the body prohibited. Adjustment of spoiler during run prohibited.

WINGS

~~Maximum height 80 inches as measured vertically from ground to trailing edge of wing.~~ Limited to maximum ~~750~~ **1,000** square inches. [May not extend more than 12 inches above roof line and 12 inches behind the rearmost body panel.](#) ~~Wing may not extend~~

~~more than 54 inches behind vehicle as measured from centerline of rear axle to trailing edge of wing.~~

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ELECTRICAL: 8

IGNITION

Limited to single magneto, or distributor, with one coil and one ignition box only. Magneto systems are limited to a single 44-amp maximum output system. Maximum of one spark plug per cylinder. Ignition timing must be preset before the run. Any ignition advance or retard during the run prohibited. Electronic starting line rpm limiters (two-steps) are prohibited. ~~No programmable or digital ignition system allowed. Six-shooter permitted when used with a torque converter. Single mag or single coil ignition only. Mag advance or retard must be a direct function of the driver.~~ Ignition system must be verified before competition. See General Regulations 8:1, 8:3, 8:4, 8:5.

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DRIVER: 10

HEAD PROTECTOR

~~Mandatory, must meet SFI Spec 45.1.~~ See General Regulations 10:6.

HELMET

Full-face helmet with shield meeting Snell SA2000, SA2005, [SA2010](#), ~~or~~ SFI 31.2A, or 31.1/2005 Specs mandatory. See General Regulations 10:7.

SECTION 7 – A/FUEL ELIMINATOR

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DESIGNATION

A/F, preceded by car number.

Reserved for supercharged, methanol-burning and injected nitromethane-burning front-engine dragsters and center-steer altered. Cars are weighed at conclusion of run, including driver. Class limited to [550](#) ~~500~~ cubic inch maximum. [1,875](#) ~~1,800~~-pound minimum weight.

Page 36

ENGINE: 1

FUEL SYSTEM

Fuel lines not permitted in driver's compartment. Fuel shutoff operable from the driver's seat mandatory. Fuel tank must be mounted above lower framerail and must be equipped with a positive locking screw-on cap. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50 degrees F. Maximum of one fuel pump, no overdrive. Fuel pump for blown alcohol restricted to a total fuel delivery limited to 7.60 gpm at 4,000 rpm pump speed measured at 100 psi. Fuel pump for injected nitro restricted to a total fuel delivery limited to 11.60 gpm at 4,000 rpm pump speed measured at 100 psi. All competitors must submit their fuel pump(s) to an NHRA-accepted testing facility for certification prior to competition. Pump must be driven 1/2 crankshaft speed. NHRA reserves the right to confiscate fuel pumps or uphold competitor(s) protest request regarding fuel pumps at any time during or after the event for further inspection. ~~Fuel pump for blown alcohol limited to DSR-1,~~

~~Hilborn PG150-1, Enderle #80-1, or Waterman Sprint. Injected nitro limited to Enderle 760 or Waterman A/F-Injected. Electric/electronic control of fuel system prohibited.~~

Down nozzles prohibited. Maximum fuel injector air inlet opening: 65 square inches measured at butterfly or throttle bodies, excluding cross shaft in fully open position. Fuel injector hat/scoops must be NHRA accepted prior to competition. No composite materials (i.e., carbon fiber/Kevlar, graphite, etc.) can be used in injector hat and/or scoop. Hat/scoop must be nostalgic in appearance, internal modifications permitted. Scoops limited to 12 1/2 inches above throttle body as measured from centerline of throttle shaft to top of scoop. The use of electric, pneumatic, or any other automatic way of switching or sequencing of fuel system is prohibited. Fuel system must operate on its own pressure as far as adding or subtracting fuel volume. Manual high-speed fuel system permitted. See General Regulations 1:6.

SUPERCHARGER

Restricted to Roots-type supercharger. Rotor helix angle not to exceed that of standard 71-series GM-type rotor. High-helix rotors prohibited. Maximum size: 6-71, 17.250-inch case length, 15-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. Rotors must be driven from the front; both external drive and internal gearing. Blower setback may not allow any portion of blower to extend behind bellhousing mounting surface on cylinder block. Spacer or components between top of supercharger case and bottom of fuel injector hat restricted to 2-inch maximum. The case must be one piece with removable front and rear bearing end plates: rotor must be contained within one-piece case. OEM manufacturer's cast or extruded billet blower case mandatory. No modifications to case as manufactured. Inlet shoes for inlet sizing permitted. ~~High helix prohibited.~~ Manifold burst panel meeting SFI Spec 23.1, plus restraint system meeting SFI Spec 14.1 mandatory. Maximum supercharger overdrive limit is 70.00 percent. Intercoolers prohibited on supercharged vehicles. Belt guard that protects all fuel, oil, and water lines required. ~~Maximum overdrive limit is 1.70 Roots.~~ Supercharger must be in a conventional location above the intake manifold and cylinder heads. Manifolds are limited to a maximum manifold height of 8 inches as measured from valley gasket surface to blower mounting surface. Supercharger restraint device may not be modified. See General Regulations 1:10, 1:11.

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DRIVETRAIN: 2

TRANSMISSION

Aftermarket planetary or NHRA-accepted aftermarket automatic transmission permitted; limited to maximum two forward speeds and reverse. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Aftermarket converter drive units permitted. When an NHRA-accepted aftermarket automatic transmission is utilized, an SFI Spec 30.1 flexplate shield and an SFI Spec 29.1 flexplate are mandatory. Aftermarket converter drive units permitted. When an aftermarket converter drive is utilized, an SFI Spec 6.1, 6.2, or 6.3 flywheel shield and an SFI Spec 29.1 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lock out. Transmission brake permitted on all converter equipped entries. Lockup converters and overdrive units are prohibited. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated shifters and/or timer/rpm-type shifting devices prohibited; each individual shift must be a function of the driver.

Shifting must be controlled by manual or pneumatic means only (driver pulls the lever or pushes the button); electric or electronics may in no way affect the shifting mechanism.
~~Maximum forward gears limited to two. Reverser mandatory. OEM Powerglide prohibited, aftermarket Powerglide permitted. Entries utilizing a Powerglide transmission deduct 50 pounds from minimum weight. Planetary transmission permitted. Clutch hold-down device recommended. Automated shifters and/or timers-type shifting devices prohibited; each individual shift must be a function of the driver.~~

TRANSMISSION SHIELD

~~A one-piece ballistic shield covering all units mandatory. Must meet SFI Spec 4.1. See General Regulations 2:13.~~

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ELECTRICAL: 8

IGNITION Updated 1/27/11

Limited to single magneto, single point box, single crank trigger, single coil ignition only.
Magneto system limited to a single 44-amp maximum. All external map or gauge sensors that change timing prohibited. Magneto advance or retard devices must be driver activated by mechanical, pneumatic or electronic means, timers permitted.
Maximum one spark plug per cylinder. Ignition system must be verified before competition. See General Regulations 8:1, 8:3, 8:4, 8:5.

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DRIVER: 10

HELMET

Full-face helmet with shield meeting Snell SA2000, SA2005, SA2010, or SFI 31.2A, or 31.1/2005 Specs mandatory. See General Regulations 10:7.

SECTION 8 – NOSTALGIA FUNNY CAR

Page 41

ENGINE: 1

ENGINE

Any internal-combustion, American-made ~~automotive~~ OEM-type engine permitted. Maximum cubic inches 500; maximum bore center spacing 4.840 inches, must maintain bore centers +/- .015-inch from stock. Blocks and cylinder heads must retain all physical characteristics of stock-production components. Billet blocks permitted ~~allowed~~. Any new block design must be submitted to NHRA Technical Services Department for acceptance. Alloy and billet heads allowed. Accepted billet heads and block must remain as manufactured. Machining of billet heads or billet blocks to reduce weight is prohibited. OEM cylinder head bolt pattern mandatory for all cylinder head types.
Cylinder heads must retain stock OEM-valve angles.

FUEL SYSTEM

1st paragraph

Single fuel pump mandatory. Fuel pump must be NHRA accepted. NHRA-accepted fuel pumps: Enderle 1200, 1270, and 1380, Settles Nitro Gerotor, Waterman 320950N or 320950, and Rage Racing 1400N-FC. All new fuel pumps must be submitted to NHRA for acceptance. Fuel pumps must retain as-manufactured gear or rotor outside diameter, depth, and tooth/lobe count. ~~Fuel pump restricted to a single outlet.~~ Fuel

pumps with a second outlet must [have one of the outlets](#) be capped or routed back to the fuel tank or return system. Fuel pump restricted to a total fuel delivery limited to 21.0 gpm at 4,000 rpm pump speed measured through a 0.300-inch orifice. All competitors must submit their fuel pump(s) to an NHRA-accepted testing facility for certification prior to competition. Pump must be driven 1/2 crankshaft speed. NHRA reserves the right to confiscate fuel pumps or uphold competitor(s) protest request regarding fuel pumps at any time during or after the event for further inspection.

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BRAKES & SUSPENSIONS: 3

BRAKES

Four-wheel hydraulic brakes mandatory. 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. Hand brake, if used, must be located inside body or driver compartment. [Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory on rear \(mandatory on front beginning Jan. 1, 2012\); all other materials prohibited.](#) Steel brake lines mandatory. NHRA-accepted fireproof brake-line covering mandatory on all (front and rear) flexible connection lines; see NHRA.com for a list of accepted manufacturers. See General Regulations 3:14.

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FRAME: 4

PARACHUTES

Dual parachutes mandatory. [Two separate shroud line mounting points mandatory with sleeved 1/2-inch-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 3/16-inch 4130 steel.](#) Fire-resistant protective covers must be on all parachute packs and unpacked shroud lines. See General Regulations 4:8.

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SUPPORT GROUP: 9

JACKS AND JACK STANDS

No work may be done under any car in the pits while supported by a jack. No car may be fired while on a jack. Jack stands are required while work is performed or while car is being warmed up; a licensed driver must be in the seat anytime the motor is being run. Jack-stand devices must provide a minimum ground clearance of 7 inches [from bottom of rear tire to ground while car is running.](#)

SHUTOFF DEVICE

Properly installed and operational [Electrimotion Nostalgia Shutoff Controller Kit \(part number SB003\)](#) ~~NHRA-accepted safety shutoff device~~ mandatory. The [Electrimotion Nostalgia Shutoff Controller Kit](#) ~~safety shutoff device~~ must be installed per manufacturer's instructions. Modification of or tampering with the [Electrimotion Nostalgia Shutoff Controller Kit](#) ~~device~~ is prohibited. ~~Effective Jan. 1, 2011.~~

SECTION 9 – NOSTALGIA TOP FUEL

Page 47

ENGINE: 1

CYLINDER HEADS

~~Alloy and billet heads allowed. Accepted billet heads and block must remain as manufactured. Machining of billet heads or billet blocks to reduce weight is prohibited. Chrysler 426 is limited to stock valve angle heads only.~~

ENGINE

Any internal-combustion, American-made **automotive OEM**-type engine permitted; ~~Chrysler 426 permitted~~. Maximum cubic inches 470; Minimum weight per cubic inch 4.60; maximum bore center spacing 4.840 inches, must maintain bore centers +/- .015-inch from stock. Blocks and cylinder heads must retain all physical characteristics of stock-production components. Billet blocks permitted ~~allowed~~. Any new block design must be submitted to NHRA Technical Services Department for acceptance. Machining of billet blocks to reduce weight is prohibited. Alloy and billet heads permitted. Accepted billet heads and block must remain as manufactured. OEM cylinder head bolt pattern mandatory for all cylinder head types. Cylinder heads must retain stock OEM-valve angles.

FUEL SYSTEM

1st paragraph

Single pump mandatory. Fuel pump must be NHRA accepted. NHRA-accepted fuel pumps: Enderle 1100, Hilborn -4, Settles Nostalgia Gerotor, Waterman 320950N, and Rage Racing 1400N. All new fuel pumps must be submitted to NHRA for acceptance. Fuel pumps must retain as-manufactured gear or rotor outside diameter, depth, and tooth/lobe count. ~~Fuel pump restricted to a single outlet~~. Fuel pumps with a second outlet must have one of the outlets ~~be~~ capped or routed back to the fuel tank or return system. Fuel pump restricted to a total fuel delivery limited to 20.0 gpm at 4,000 rpm pump speed measured through a 0.300-inch orifice. All competitors must submit their fuel pump(s) to an NHRA-accepted testing facility for certification prior to competition. Pump must be driven at 1/2 crankshaft speed. NHRA reserves the right to confiscate fuel pumps or uphold competitor protest request regarding fuel pumps at any time during or after the event for further inspection.

4th paragraph

Maximum number of nozzles 16 (8 in injector hat, 8 in manifold). Y-style nozzles are allowed (i.e., two lines coming together before one nozzle enters the manifold). No down nozzles allowed. Maximum fuel injector air inlet opening: 65 square inches measured at butterfly or throttle bodies, excluding cross shaft in fully open position. Fuel injector hat/scoops must be NHRA accepted prior to competition. No composite materials (i.e., carbon fiber/Kevlar, graphite, etc.) can be used in injector hat and/or scoop. Internal modifications to scoop or hat allowed. ~~Maximum height from the crankshaft centerline to the top of the fuel injector hat/scoop (TBD) inches.~~ See General Regulations 1:6.

Page 48

SUPERCHARGER

Restricted to Roots-type supercharger; rotor helix angle not to exceed that of standard 71- series GM-type rotor. High-helix prohibited. OEM manufacturer's cast or extruded billet blower case mandatory. Maximum size: 6-71, 18.250 inch case length. Maximum rotor length: 15 inches. Maximum rotor cavity diameter: 5.840 inches. Maximum overdrive: 14.99 percent. Rotors must be driven from the front; both external drive and internal gearing. Blower setback may not allow any portion of blower to extend behind

bellhousing mounting surface on cylinder block. Spacer or components between top of supercharger case and bottom of fuel injector hat restricted to 2-inch maximum. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Aluminum studs required. Manifold burst panel meeting SFI Spec 23.1 mandatory. Manifolds are limited to a maximum manifold height of 8 inches as measured from valley gasket surface to blower mounting surface. Supercharger belt guard mandatory. Fuel and/or oil lines must be shielded wherever they pass the supercharger drive belt. Either a belt guard or fuel/oil line guard permitted. Turbochargers, screw-type superchargers, and centrifugal type superchargers prohibited. See General Regulations 1:11.

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BRAKES & SUSPENSION: 3

BRAKES

Dual piston hydraulic rear wheel brakes mandatory. 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. Hand brake, if used, must be located inside body or driver compartment. [Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory; all other materials prohibited.](#) Steel brake lines mandatory. NHRA-accepted fireproof brake-line covering mandatory on all flexible connection lines; see NHRA.com for a list of accepted manufacturers. See General Regulations 3:14.

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FRAME: 4

PARACHUTE

Dual parachutes mandatory. [Two separate shroud line mounting points mandatory with sleeved 1/2-inch-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 3/16-inch 4130 steel.](#) Fire-resistant protective covers must be on all parachute packs and unpacked shroud lines. See General Regulations 4:8.

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BODY: 7

AIRFOILS

Side-mounted canard-type units permitted, securely mounted below the headers and in front of rear tires. Front wing permitted. Maximum canard wing surface 450 square inches per side. Canards may not extend more than 2 inches outside rear tire. Front wing must be no higher than top of front tires and may not extend outside of front tires. In addition, total front wing surface must not exceed 500 square inches. Maximum wicker on canards and front wings .500-inch. Canards and front wings only aerodynamic surfaces allowed. Any disguised surfaces prohibited. Maximum overhang limited to 30 inches, [measured from the centerline of the forward-most front spindle.](#)

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SUPPORT GROUP: 9

JACKS AND JACK STANDS

No work may be done under any car in the pits while supported by a jack. No car may be fired while on a jack. Jack stands are required while work is performed or while car is being warmed up. A licensed driver must be in the seat anytime the engine is running.

Jack-stand devices must provide a minimum ground clearance of 7 inches [from bottom of rear tire to ground while car is running](#).

SHUTOFF DEVICE

Properly installed and operational [Electrimotion Nostalgia Shutoff Controller Kit \(part number SB003\)](#) ~~NHRA-accepted safety shutoff device~~ mandatory. The [Electrimotion Nostalgia Shutoff Controller Kit](#) ~~safety shutoff device~~ must be installed per manufacturer's instructions. Modification of or tampering with the [Electrimotion Nostalgia Shutoff Controller Kit](#) ~~device~~ is prohibited. ~~Effective Jan. 1, 2011.~~

SECTION 12 – GENERAL REGULATIONS

Page 65

BRAKES & SUSPENSION: 3

3:1 BRAKES

Brakes on each car, regardless of class, must be in good working order with two-wheel hydraulic brakes on rear wheels as a minimum requirement. Four-wheel hydraulic brakes are recommended, or as specified under Class Requirements. Lightening of backing plates, brake drums, and/or brake shoes by cutting or trimming metal prohibited. Cooling or lightening holes may not be drilled in cast iron disc brake rotors. Aluminum rotors prohibited (~~except Nostalgia Funny Car front rotors~~). If hand brake is used, brake handle must be inside car body or driver compartment and connected to footbrake. Brake lines must be steel, steel braided, or DOT-approved flexible and routed outside the framerail, or enclosed in a 16-inch length of 1/8-inch minimum wall thickness steel tubing securely mounted where line(s) pass the flywheel bellhousing area and not routed in the driveline tunnel. All brake lines must be attached to chassis as per OEM style; hoses must have mounting brackets; no tie wraps, tape, etc. All brake lines on any rear-engine car must be protected inside of tubing or be braided steel construction where they pass the engine. All pedals must be covered with non-skid material. Automated and/or secondary braking systems prohibited. NHRA-accepted hand controls for the physically challenged permitted. Application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. NHRA-accepted mechanical ABS systems permitted in all classes; contact NHRA Technical Department headquarters. If brake system includes a differential pressure switch, line-loc installed on front brakes must have solenoid installed after the differential switch. All line-locs (electric or hydraulic) must be self-returning to normal brake operating mode.

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FRAME: 4

4:8 PARACHUTES

If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Tech inspectors may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 1 inch. The release housing must be attached within 12 inches of the parachute pack and in a manner that will allow the inner cable to release the parachute. When supercharged or using nitromethane as a fuel, it is mandatory that the parachute pack and unpacked shroud lines be protected with fire-resistant material from the mounting point to the

pack. Parachutes must have their own independent mounting with sleeved 3/8-inch minimum steel bolts or steel pins required for all applications [unless otherwise stated in Class Requirements](#). Shroud-line(s) mounting brackets must be constructed of minimum .090-inch steel [unless otherwise stated in Class Requirements](#). Safety pins must be red flagged and removed prior to burnout. The use of ball-lock pins for parachute mounting prohibited. See Class Requirements regarding use of two parachutes. Such applications require separate shroud-line mounting points for each parachute system.

4:10 ROLL BAR

All roll bars must be within 6 inches of the rear, or side, of the driver's head, extend in height at least 3 inches above the driver's helmet with driver in normal driving position, and be at least as wide as the driver's shoulders or within 1 inch of the driver's door. Roll bar must be adequately supported or cross-braced to prevent forward or lateral collapse. Rear braces must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than 5 inches from the top of the roll bar. Crossbar and rear braces must be welded to main hoop. Sidebar must be included on driver's side and must pass the driver at a point midway between the shoulder and elbow. Swing-out sidebar permitted. All roll bars must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders or to side bar. All vehicles with OEM frame must have roll bar welded or bolted to frame; installation of frame connectors on unibody cars does not constitute a frame; therefore it is not necessary to have the roll bar attached to the frame. Unibody cars with stock floor and firewall (wheeltubs permitted) may attach roll bar with 6-inch x 6-inch x .125-inch steel plates on top and bottom of floor bolted together with at least four 3/8-inch bolts and nuts, or weld main hoop to rocker sill area with .125-inch reinforcing plates, with plates welded completely. All 4130 chromoly-tube welding must be done by approved TIG heliarc process; mild steel welding must be done by approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. See illustration. Roll bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4-inch compression or meet SFI Spec 45.1. [Beginning June 1, 2011](#) all cars running [9.99 \(*6.39\) or quicker ~~180 mph or faster~~](#), SFI Spec 45.1 mandatory.

1st paragraph

4:11 ROLL CAGE

All cage structures must be designed in an attempt to protect the driver from any angle, 360 degrees. All 4130 chromoly tube welding must be done by approved TIG heliarc process; mild steel tube welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. Plating of chassis prohibited for all cars manufactured after Jan. 1, 2003, unless otherwise noted in Class Requirements; painting permitted. Additionally, roll cage must be padded anywhere the driver's helmet may contact it while in the driving position. [Beginning June 1, 2011](#) all cars running [9.99 \(*6.39\) and quicker](#) ~~For AA/Gas Supercharged, Jr. Fuel, A/Fuel, Nostalgia Funny Car, Nostalgia Top Fuel, and any car running 180 mph or faster,~~ padding must meet SFI Spec 45.1. [Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory in 7.0 Pro, Jr Fuel, AA/Gas, A/Fuel, Nostalgia Funny Car, and Nostalgia Top Fuel. Additional padding must be NHRA-accepted \(with manufacturer's name](#)

[displayed\), securely mounted using bolts or locking fasteners, and must include flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.](#)

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SUPPORT GROUP: 9

9:3 FIRE EXTINGUISHER

For all other vehicles, onboard fire extinguisher systems must be manually controlled Cold Fire 302, Fire X plus, Halon FE1211 or 1301 or FM200, or F500, and mounted per manufacturer's specifications with the primary nozzle(s) directed in an attempt to protect the driver. Other agents, classified on the EPA SNAP list as Acceptable Total Flooding Agents (Feasible for Use in Occupied Areas) and NHRA accepted, may be used. Bottles and lines must be mounted above the bottom of the adjacent framerails. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Bottles must be DOT approved [or meet SFI Spec 17.1](#) and permanently mounted (no hose clamps or tie wraps). In the case of more than one bottle, each bottle must have its own distribution tubing and nozzles. The use of bottles, nozzles, or tubing other than that recommended by the manufacturer is prohibited. Upon activation of the system, the contents of the bottle(s) must be totally discharged; partial-discharge systems prohibited. The bottles must be mounted in such a manner that should an explosion or failure of any mechanical component of the vehicle occur, the bottles will be protected from flying parts. When installed in/on a race car, must be mounted in a secure manner; use of flip-open-type clamps, hose clamps, tie wraps, snaps, etc. prohibited. They should be protected from excessive temperature and mounted rigidly to the vehicle. Remote cables must be metallic (plastic or plastic-wrapped cables prohibited) and installed so they are protected in the event of an upset or collision. Follow the manufacturer's recommendations regarding installation, especially on bend radius, and protection from crimping or kinking. All fire systems must use steel lines, steel or aluminum distribution nozzles, and must be equipped with a pressure gauge. **All bottles must be identified with a gross loaded weight figure.** It is the responsibility of the competitor to weigh the bottle prior to each event.

9:7 PRESSURIZED BOTTLES

All pressurized bottles, [excluding SFI Spec 17.1 Onboard Fire Extinguishing Systems](#) (i.e., air, CO₂, [nitrous](#), etc.) used for air shifters, clutches, etc. must meet, and be engraved as meeting, DOT-1800 pound minimum Spec. All bottles must be securely mounted (hose clamps and/or tie wraps prohibited). Any pressurized bottle used for pneumatic operation must be filled with compressed air, nitrogen, or CO₂. All other materials prohibited.

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DRIVER: 10

10:7 HELMETS AND GOGGLES

Drivers of cars 13.99 or quicker must use a helmet meeting Snell M2000, M2005, M2010, SA200, SA2005, [SA2010](#), or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 Specs. Drivers in supercharged, front-engine, open-bodied cars and Funny Cars must wear a helmet meeting Snell SA2000, SA2005, [SA2010](#) or SFI 31.2A, or 31.1/2005 Specs. See Class Requirements.

10:8 NECK COLLAR/HEAD AND NECK

RESTRAINT DEVICE/SYSTEM

3rd paragraph

A head and neck restraint device/system is mandatory for any vehicle running 200 mph or faster or by class requirements. Beginning Jan. 1, 2012 a head and neck restraint device/system is mandatory for any vehicle running 7.49 (*4.49) or quicker or by class requirements. ~~A head and neck restraint device/system is mandatory in Nostalgia Top Fuel, Nostalgia Funny Car, A/Fuel, AA/Supercharged, and 7.0 Eliminator and in any vehicle running 200 mph or faster.~~ When using a head and neck restraint device/system, at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.