

# RULES and REGULATIONS

## DRIVER REQUIREMENTS

All drivers must have a current IHRA Australia Professional Competitors Licence

## CLASS DESIGNATION

# PM/660

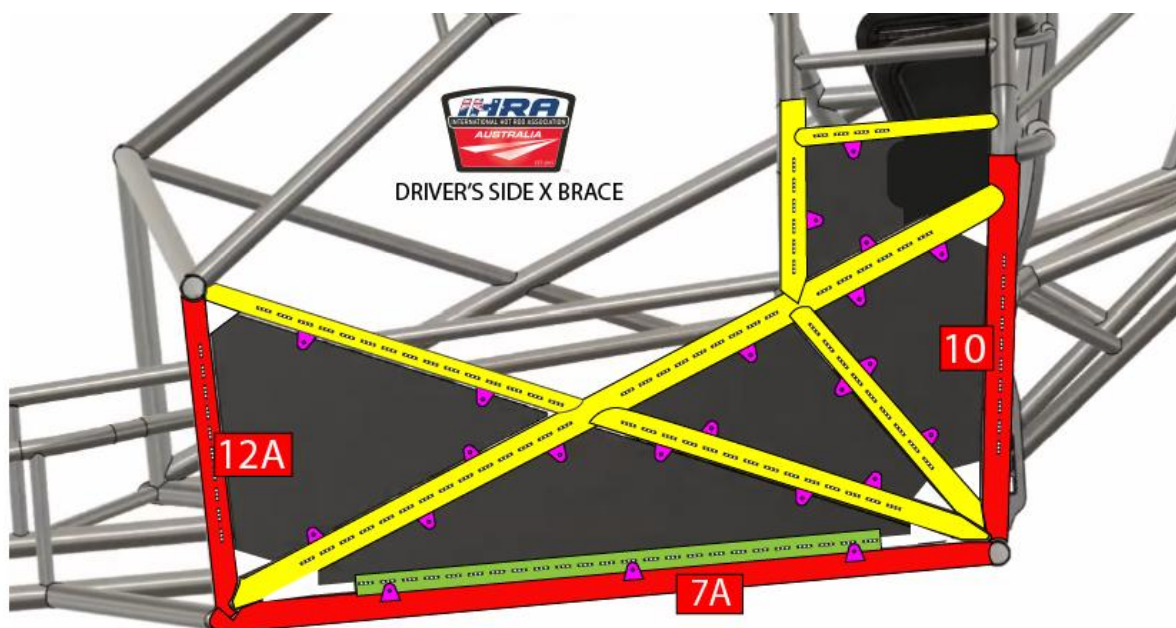
## TECHNICAL INSPECTION

All vehicles must have a valid IHRA Australia Vehicle Logbook.

## CHASSIS

Must comply to SFI 25.1D or later version.

- Effective 1st July 2026, as per SFI specification A panel of .032-inch aluminium, .024-inch 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 (chassis tubing). Panels must be installed in the front and lower portion of the driver's-side X brace. Panels must attach to the interior side of the tubing. Panels must not be attached to rocker bar(7A), Windshield/Roof bar (12A) or Main Hoop (10). Optional padding may be attached to the panels.



- Panels must not be attached to rocker bar (7A), Windshield/Roof bar (12A) or main Hoop (10)
- 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 (chassis tubing).
- U channel must be attached to the rocker bar (7A). so that panel can be easily detached.



## SAFETY REGULATIONS

General Regulations IHRA Australia <https://ihra.com.au/ihra-rules-and-regulations.htm>

## PROTECTIVE CLOTHING

- **DRIVING SUIT** – SFI 3.2A/20
- **GLOVES** – SFI 3.3/15
- **SHOES** – SFI 3.3/15
- **SOCKS** – SFI 3.3 or FIA 8856 2000 minimum
- **BALACLAVA** - SFI 3.3 or FIA 8856 2000 or **HELMET SKIRT** – SFI 3.3/10
- **UNDERWEAR** - SFI 3.3 or FIA 8856 2000 Top & Bottoms

***The above Protective Clothing requirements are Mandatory***

## RACE FORMAT

Is contested over the eighth mile, Heads Up Racing. IHRA Australia utilizes a .400 professional tree.

## TIMING SYSTEM

All races are run on auto start.

Any computer or tree malfunction resulting in any error that would change the outcome of the race will be rerun at the discretion of the Meeting Director and IHRA Australia Stewards.

## QUALIFYING FORMAT

Competitors are provided four or five qualifying sessions over the course of two days (two or three per day) prior to final eliminations unless otherwise dictated by weather conditions or other uncontrollable circumstances.

All competitors are required to alternate lanes for qualifying passes.

## ELIMINATION FORMAT

Competition Seeding Sheets are available on the IHRA Australia website <https://ihra.com.au/technical.html>

## WEIGHT MINIMUMS

**DUAL POWER ADDERS PROHIBITED.**

## NITROUS OXIDE

- **910ci or less – 2,300 lbs.**
- **911-959ci – 2,385 lbs.**
- **960ci or Greater – 2,400 lbs.**
- Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.
- 5.300-inch maximum bore spacing, 12.6-inch maximum deck height.

## CENTRIFUGAL SUPERCHARGER

- **Big Block Centrifugal Supercharger w/o Lock-Up – 2,615 lbs.**
- **Big Block Centrifugal Supercharger w/ Lock-Up – 2,665 lbs.**
- The maximum specification for the compressor wheel tip to tip is limited to 140.99mm inducer diameter. Measurement will be taken at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the Supercharger must pass through a single inlet opening. Exducer backing plate and blade tip-to-tip dimensions may not exceed 188.99.
- No Centrifugal Supercharger entry with any gear drive or blower that is not readily available for immediate sale and delivery at least 21 days before race.
- No test/prototype model of any kind allowed.
- Deduct 50 lbs. for ProCharger F3R-136. ProCharger F4X-136 not eligible for deduction.
- Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.
- It is required that all Centrifugal Supercharged entries have a ballistic blanket installed on the compressor housing.

## ROOTS SUPERCHARGER

- **Big Block Roots Supercharger w/o Lock-Up – 2,460 lbs.**
- **Big Block Roots Supercharger w/ Lock-Up – 2,495 lbs.**

Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

## SCREW SUPERCHARGER

- **Big Block Screw Supercharger (C-Rotor, Max 75% O/D, w/o Lock-Up) – 2,600 lbs.**
- **Big Block Screw Supercharger (C-Rotor, Max 75% O/D, w/ Lock-Up) – 2,650 lbs.**
- **Big Block Screw Supercharger (C-Rotor, Max 92% O/D, w/o Lock-Up) – 2,675 lbs.**
- **Big Block Screw Supercharger (C-Rotor, Max 92% O/D, w/ Lock-Up) – 2,725 lbs.**
- **Big Block Screw Supercharger (D-Rotor, Max 118% O/D, w/o Lock-Up) – 2,675 lbs.**
- **Big Block Screw Supercharger (D-Rotor, Max 118% O/D, w/ Lock-Up) – 2,725 lbs.**

***\*Please Note: D-Rotor Maximum Overdrive % subject to adjustment at any time.***

- Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

## TURBOCHARGER

- **Big Block Twin-Turbocharger (88mm w/o Lock-Up) – 2,650 lbs.**
- **Big Block Twin-Turbocharger (88mm w/ Lock-Up) – 2,700 lbs.**
  - Turbocharger must comply with the following measurements: Compressor 88 mm inducer – Turbine/Hot Side 113 x 125 – .312 maximum surge slot.
  - Stepped compressor wheel prohibited (must be continuous contour of inducer to exducer.)
  - Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.
  - All turbochargers must have cross bolts in the exhaust to prevent the turbine from discharging in the event of a failure. Cross bolts are to be 3/8" grade 5 minimally and mounted within 1" of the turbine discharge flange.
  - It is required that all turbochargers have ballistic compressor blankets installed on the compressor housings.



## 6 CYLINDER

- Turbocharger (no restrictions) – **2,100 lbs.**
- Nitrous Oxide – **2,200 lbs.**

## BODIES

- The following nostalgia body styles may deduct **35 lbs.** from their minimum weight: 1937-1938 Chevy, 1937-1942 Willys, 1949-1950 Mercury, 1953- 1959 Studebaker, 1958 Plymouth Fury, 1953-1962 Corvette, 1955-1957 Chevrolet, 1955-1957 Buick, 1968-1972 Chevelle.
- Steel roof and quarter entries within 3 inches of factory wheelbase may deduct 35 lbs. (this will be measured on both driver and passenger side of the car and must be within the 3-inch maximum)
- Nostalgia and steel roof and quarter weight deductions cannot be combined.

**Regardless of weight additions, no combination will be greater than 2,800 lbs.**

## ELECTRIMOTION

Any vehicle running a quicker ET than 4.15 1/8 mile must have Electrimotion system fitted with the following functions. Fuel Shut Off - A mechanical fuel shut off is not required if using a fuel injection system that is disabled by the Safety Box, Ignition shut down and parachute release device must be functional.

## FUEL

Racing gasoline and methanol permitted. The use of nitro methane, nitroparaphins and/or propylene oxide is strictly prohibited.

## WHEELS

Wheels meeting SFI Spec 15.1 or 15.3 with bead locks or liners mandatory. Maximum width of 18-inches. Modification and/or lightening prohibited. Wheel discs or covers are prohibited.

## TYRES

Bias ply slicks only. Radial tire construction prohibited.

END