



Issue #4 - January–February 2026

Subject: Parachute Deployment, Lanyard Ignition Kill – Bike, Roll cage Padding and Frontal Head restraint.

Dear IHRA Australia, Technical Team,

The start of the 2026 season has already delivered strong fields, competitive racing, and a renewed focus on safety across all IHRA Australia–sanctioned venues.

This issue of the Technical Inspection Newsletter highlights several key compliance areas that continue to shape safe and consistent competition nationwide. We review the correct procedures and performance expectations for parachute deployment on high-speed vehicles, reinforce the operational requirements for motorcycle lanyard-activated ignition kill systems, and clarify the approved use of SFI 45.1 and SFI 45.2 roll-cage padding within enclosed and open-cockpit vehicles.

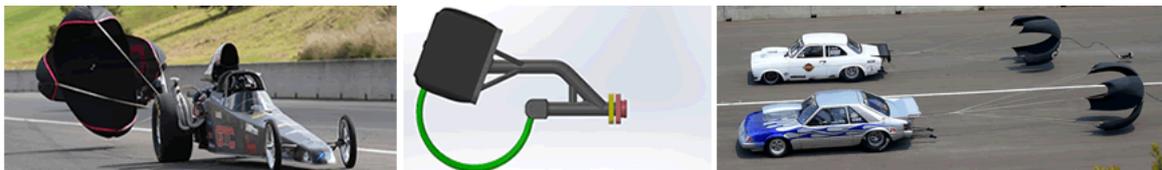
We also revisit the critical role of Frontal Head Restraint systems, ensuring competitors understand their function, certification pathways, and installation standards.

Each topic reflects current IHRA Australia regulations and guidance available at ihra.com.au, supporting competitors, officials, and teams in maintaining the highest standards of safety and technical compliance throughout the season.

Parachute Deployment

DOES YOUR VEHICLE EXCEED 150 MPH (241 KPH)?

Once your vehicle exceeds 150mph (241kph) your parachute is deemed to be part of your vehicle’s braking system. You are required to adhere to the following rules.



PARACHUTE RULES (General Regs)

General Reg 7540, Vehicle, Parachute

If fitted, must be repacked on day of racing to ensure proper deployment.

Mandatory

General Reg 7550, Vehicle, Parachute

If fuel is nitromethane, then exposed shroud lines and parachute pack protected with fire-resistant material.

Mandatory

General Reg 7560, Vehicle, Parachute

All vehicles that exceed 150Mph (241Kph) must be fitted with a parachute, It is mandatory that the chute is deployed by the end of the speed trap.

Mandatory

General Reg 7570, Vehicle, Parachute

Diameter at least 1 inch (25.4mm) bush with a ½ inch (13mm) bolt. Quick release spring loaded pins permitted.

Mandatory

General Reg 7575, Vehicle, Parachute

Diameter at least 1 inch (25.4mm) bush with a ½ inch (13mm). Quick release spring loaded pins permitted.

Allowed

General Reg 7580, Vehicle, Parachute

During pre-race preparation, devices or pins to prevent parachute opening marked with clearly – visible, bright-coloured ribbon or flag.

Mandatory

General Reg 7590, Vehicle, Parachute

When in the hands of the starter, safety pins used to retain parachute must be removed, failure to remove safety pins will automatically see that run disallowed.

Mandatory

General Reg 7600, Vehicle, Parachute

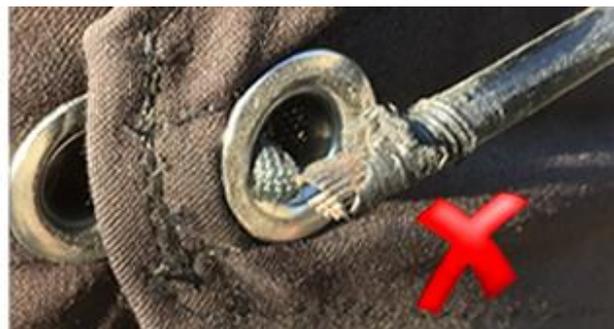
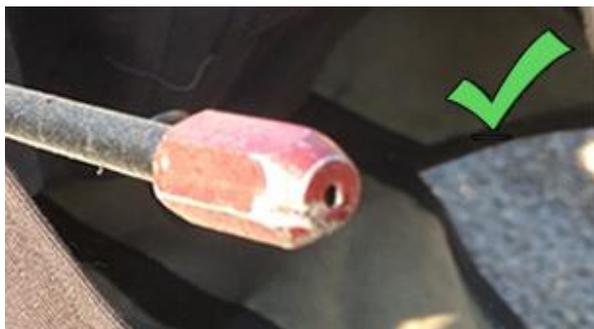
Failure to deploy Parachute/s will result in disciplinary action and is subject to Licence suspension and or monetary fines.

Mandatory

General Reg 7620, Vehicle, Parachute

If vehicle exceeds 200 mph (320 kph), dual with separate shroud line attachments points.

Mandatory

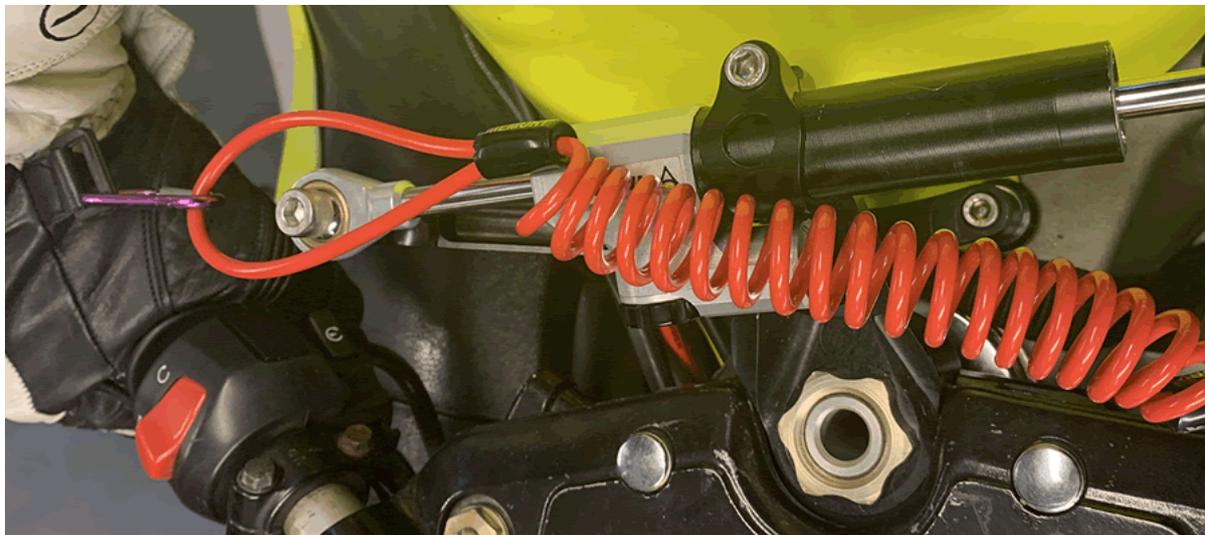


Lanyard - Ignition Kill - Bikes

General Reg, 5140, Safety, Engine, Kill switch

If motorcycle is faster than 10.00 (1/4 mile) and is not a production motorcycle slower than 9.50 (1/4 mile), then operating, lanyard-type kill switch fitted and attached to the rider when motorcycle is in use.

Mandatory



Class Reg 9290, Safety, Engine, Kill switch (Pro Bike)

Button

Forbidden

Class Reg 9300, Safety, Engine Kill switch (Pro Bike)

Positive action, ignition kill switch

Mandatory

Class Reg 9310, Safety, Engine, Kill switch (Pro Bike)

Mounted so that it can be reached by the rider when they are holding the handgrip.

Mandatory

Class Reg 9310, Safety, Engine, Kill switch (Pro Bike)

Mounted so that it can be reached by the rider when they are holding the handgrip.

Mandatory



Class Reg 9320, Safety, Engine, Kill switch (Pro Bike)

Lanyard type, attached to the rider when motorcycle in use.

Mandatory

Class Reg 13100, Safety, Engine, Kill switch (Top Bike)

The ignition kill switch or fuel shut off must be attached to the rider by a lanyard-type device.

Mandatory

Class Reg 14410, Safety, Engine, Kill switch (Performance Bike, Altered Bike)

Positive action, ignition kill switch.

Mandatory

Class Reg 14420, Safety, Engine, Kill switch (Performance Bike, Altered Bike)

Mounted so that it can be reached by the rider when they are holding the handgrip.

Mandatory

Class Reg 14430, Safety, Engine, Kill switch (Performance Bike, Altered Bike)

Lanyard type, attached to the rider when motorcycle in use.

Mandatory

Class Reg 14440, Safety, Engine, Kill switch (Performance Bike, Altered Bike)

Button

Forbidden

Class Reg 15250, Safety, Engine, Kill switch (Performance Bike)

Lanyard

Mandatory

Class Reg 16120, Safety, Engine, Kill switch (Performance Bike, Street Bike)

Button

Forbidden

Class Reg 16130, Safety, Engine, Kill switch (Performance Bike, Street Bike)

Positive action, ignition kill switch

Mandatory

Class Reg 16670, Safety, Engine, Kill switch (Performance Bike, Super Twin Bike)

Button

Forbidden

Class Reg 16680, Safety, Engine, Kill switch (Performance Bike, Super Twin Bike)

Positive action, ignition kill switch.

Mandatory

Class Reg 16700, Safety, Engine, Kill switch (Performance Bike, Super Twin Bike)

Lanyard type, attached to the rider when motorcycle in use.

Mandatory

Class Reg 29260, Safety, Engine, Kill switch (Modified Bike)

Positive action, ignition kill switch

Mandatory

Class Reg 29270, Safety, Engine, Kill switch (Modified Bike)

Button

Forbidden

Class Reg 29280, Safety, Engine, Kill switch (Modified Bike)

Mounted so that it can be reached by the driver when they are holding the handgrip.

Mandatory

Class Reg 29300, Safety, Engine, Kill switch (Modified Bike)

If bike is faster than 10.00 seconds (1/4 mile or 6.40 (1/8 mile), then lanyard type, attached to the rider when motorcycle is in use.

Mandatory

Roll Cage Padding

Rollcage padding must be adequately secured and must be attached to all areas of the rollcage where your helmet may make contact with the rollcage / bar.

ROLLCAGE PADDING RULES (General Regs)



General Reg 1500. Chassis / Frame, Roll Cage, Padding

If the driver's helmet can hit the roll bars or cage, use of either FIA 8857-2001 or SFI 45.1 compliant Padding.

Mandatory

General Reg 1510, Chassis / Frame, Roll Cage, Padding

Compliant padding used, secured to the roll cage or roll bars so padding cannot move.

Mandatory

General Reg 1520, Chassis / Frame, Roll Cage, Padding

When cable ties are used to secure the padding, checking of the ties for deterioration and condition.

Mandatory

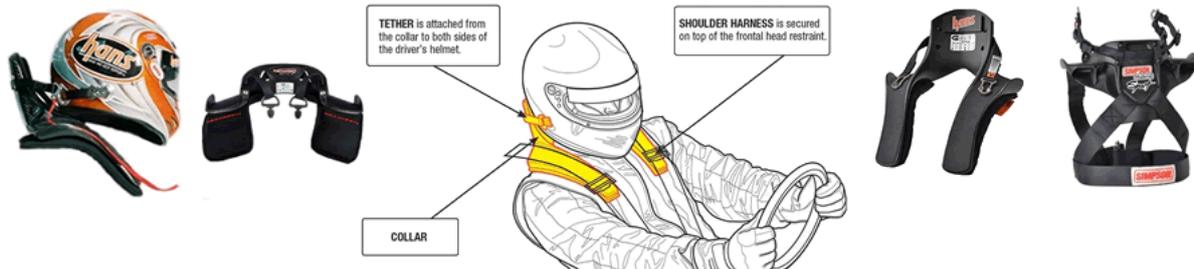
General Reg 1505, Roll Bar/cage, Padding

Effective 01/02/2024 All Professional vehicles - Top Fuel, Funny Car, Pro Alcohol, Pro Slammer, Pro Mod and Pro Stock must have ISP/Butler Roll-cage padding meeting SFI Spec 45.2 mandatory anywhere driver's helmet may come in contact with roll-cage components during tyre shake or an accident. Padding must be covered with a minimum of one layer of flame-retardant material.

Mandatory



Frontal Head Restraint System



DEFINITIONS

Head and Neck Restraint: An active Head and Neck Restraint System is a protection ensemble providing an alternative load path which decreases both neck stress and head excursion during a vehicle impact without reliance on helmet impact into structures or nets.

Separate Restraining Devices:

- Linkages attached to the helmet which transfer restraining loads directly to the helmet from the main device which is secured to the driver's shoulders, torso, etc. Methods for attachment of these linkages to the helmet and main device shall be prescribed by the manufacturer.
- The main device shall be a mechanism held tightly to the driver's torso by seat belts or other strap systems such that the reactive load carrying components move directly with the torso and controls head, neck, and torso relative positions during forward or off-centre impact situations.

Reaction Linkage: The means by which the head force necessary to limit displacement of the head with respect to the torso is reacted. Acceptable reaction linkages could include load paths to the torso or to the restraint webbing. Direct attachment to react loads to a fixed point or points on a vehicle structure or restraint webbing will not be acceptable because of the potential for torso displacements with respect to these points. Imposed loading by the reaction linkage to other areas of the body should be applied using approaches demonstrated to be practical without imposing risk of serious injury.

The Head and Neck Restraint System must be designed and manufactured to allow freedom of movement of head, torso, arms, etc., commensurate with operating a race vehicle under all race and associated conditions.

Adjustment and release mechanism(s) shall be accessible to both the user and to external personnel such that no additional motion is required, other than the release of the seat belts, to disengage the Head and Neck Restraint System during emergency situations.

All or any portion of the Head and Neck Restraint System pertaining to this specification shall remain as constructed by the original manufacturer and not modified. 

General Reg 2770, Safety, Driver / Rider, Frontal head restraint

If vehicle faster than 7.99 over 1/4 mile or equivalent 1/8 mile 5.10, then compliant with SFI 38.1 or FIA 8858-2000 or FIA 8858-2010

Mandatory

General Reg 2780, Safety, Driver / Rider, Frontal head restraint

Connected in compliance with manufacturer instructions

Mandatory

General Reg 2790, Safety, Driver / Rider, Frontal head restraint

Use with neck collar

Allowed

General Reg 2800, Safety, Driver / Rider, Frontal head restraint

Replaces use of neck collar.

Allowed

General Reg 2810, Safety, Driver / Rider, Frontal head restraint

If helmet is approved for the fitting of tether post and eyelets, then assembled and used in accordance with manufacturer.

Mandatory

General Reg 2820, Safety, Driver / Rider, Frontal head restraint

Correctly utilised and helmet correctly connected, from when vehicle is in hands of Starter until vehicle is on return road.

Mandatory

Class Reg 28605, Safety, Driver / Rider, Frontal Head restraint

All Junior Dragster categories A/JD, B/JD and C/JD competitors, Commencing January 1st 2020 you will be required to wear a head and neck restraint/system meeting SFI 38.1. the device/system must be commercially produced by a manufacturer in the SFI 38.1 head and neck restraint program. 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.

Mandatory

Enforcement & Education

All IHRA Australia Technical Inspectors are empowered to:

- Conduct random audits at events.
- Request documentation or manufacturer specs.
- Remove non-compliant vehicles from competition pending rectification.

Closing Notes

These revisions are part of our broader initiative to unify IHRA Australia's technical policies and elevate our safety culture. Your diligence, consistency are instrumental in upholding these standards.

For questions or clarification, contact:

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Email: tnielsen@ihraaustralia.com.au

Stay sharp, stay safe, and thank you for your continued excellence.

IHRA Australia Technical Department

Legacy through safety. Precision through inspection