



SECTION 12 | GENERAL REGULATIONS



Section 12 General Regulations

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e., SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification.

Under no circumstances may any certified product be modified, altered, or in any way vary from the “as manufactured” condition. Such a practice is in violation of the SFI, Snell, DOT, etc. program, voids such certification and therefore will not be accepted by PDRA.

Notice: It is the responsibility of the participant, not PDRA or any track, to ensure that all safety equipment is not modified or altered, is approved and is correctly installed, worn, maintained and used.

GENERAL REGULATIONS

ENGINE: 1

1:1 COOLING SYSTEM

All cooling systems/radiators must be installed in the stock location for body style used. Front-engine dragsters must have system installed in front of engine. Rear-engine dragsters with radiator mounted in front of engine must install a deflector from frame rail to frame rail and to the top of the roll cage. Portion above shoulder hoop may be width of roll cage bars, unless radiator extends above top of shoulder hoop. If radiator extends above shoulder hoop, then deflector plate must maintain width of radiator.

1:2 ENGINE

Classes limited to automotive engines only unless otherwise stated under Class Requirements. Engine must be mounted to frame by a minimum of two 3/8-inch-diameter Grade 5 bolts. Valvetrain must incorporate conventional automotive coil spring design; pneumatic type valvetrains are prohibited in all classes.

1:3 EXHAUST

All vehicles must be equipped with exhaust collectors, headers, or stacks installed to direct exhaust out of vehicle body to rear of car, away from driver and fuel tank. No part of the exhaust system may be routed through the driver's compartment. Exhaust system components must be securely fastened (i.e., metal connector straps, bolted, welded, etc.) to prevent loss of system components during competition. All removable multipiece exhaust collectors/ stacks must be securely fastened with either an PDRA-accepted header tether, a minimum 1/2" (half-inch) stitch weld located on each primary tube, or be permanently attached to the vehicle body or frame with positive fasteners (i.e., exhaust hangers, support brackets, bolts/nuts, etc.) such that they require tools for removal. Flexible tubing or "flex pipe" prohibited in all categories. If mufflers are used, they must be securely attached to exhaust system and vehicle body or frame.

1:4 FLASH SHIELDS

Carburetor inlet must not be openly exposed. In lieu of hood, carburetors must be equipped with a flash shield or velocity stacks that cover the top, back, and sides, preventing fuel from being siphoned into the airstream or blown into driver's face. Additionally, any car that is driven, not towed, through the pits, with open stack(s) not protected by hood or scoop, must have screening installed on open stack(s) to prevent items from entering stack.

1:5 FUEL SYSTEMS

Location: All fuel tanks, lines, pumps, valves, etc. must be outside of the driver's compartment and within the confines of the frame and/or steel body. Cool cans, fuel-distribution blocks, etc. must be located at least 6 inches forward of the flywheel/ bellhousing area on rear-wheel-drive (RWD) vehicles, and on opposite side of flywheel/housing area on front-wheel-drive (FWD) vehicles. Fuel pressure gauge isolators, with steel braided line, may be mounted on firewall.

Tanks: When permitted by class regulations, fuel tanks located outside body and/or frame must be enclosed in a steel tube frame constructed of minimum 1 1/4-inch O.D. x .058 chromoly or .118 mild steel tubing. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. All fuel tanks must have a pressure cap and be vented outside of body. A positive-locking screw-on fuel tank cap is mandatory on

all open-bodied cars. Insulated fuel tanks prohibited. When used, nonmetallic fuel cells must have a metal box protecting the part of the fuel cell that is outside of body lines or trunk floor, excluding hose connection area in rear. The metal box must be constructed of minimum .024 steel or .032 aluminum. Nonmetallic fuel cells or tanks must be grounded to frame.

Lines: All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel braided, or PDRA-accepted “woven or woven-push lock.” A maximum of 12 inches total (front to rear) of non-metallic or non-steel braided hose is permitted for connection purposes only; individual injector nozzle and motorcycle fuel lines are excluded. Fuel lines (except steel braided lines) in the flywheel/bellhousing area must be enclosed in a 16-inch length of steel tubing, 1/8-inch-minimum wall thickness, securely mounted as a protection against fuel-line rupture. Fuel lines may not be routed in the driveshaft tunnel. It is mandatory that fuel lines passing supercharger drive belts be steel braided, PDRA-accepted woven or woven-push lock, or be enclosed in protective steel tubing. All PDRA-accepted fuel lines must use ends that are specifically designed for the type of fuel line being used. No hose clamps allowed on PDRA-accepted fuel lines.

Pumps/Valves: Cars equipped with carburetor(s) or nonelectronic fuel (EFI) systems but with mechanical non-OEM fuel pumps must have a quick-action fuel-shutoff valve within easy reach of driver and located in the main fuel line between the fuel tank and the carburetor and/or injectors. Fuel recirculation systems not part of normal fuel/pump system prohibited.

Fuel/Air: Any method of artificially cooling or heating fuel prohibited (i.e., cool cans, Freon, wet rags, etc.). Coolers, chillers, etc., where permitted by class requirements, are prohibited outside of the competitor’s pit. Ambient-temperature air only; cooling or otherwise changing the conditions of the intake air is prohibited. Spraying of intake with any artificial spray or coolant prohibited.

1:6 FUEL

Racing Gasoline: For all categories using racing gasoline, it is defined for purposes of this Rulebook as a mixture of hydrocarbons only. Non-cyclic olefinic hydrocarbons and non-hydrocarbons that do not increase the specific energy of the gasoline are allowed to the extent they do not exceed 1 percent (1%) by volume and are blended in the gasoline by the refiner or fuel manufacturer. Non-hydrocarbons that do not increase the specific energy of the gasoline are allowed to the extent that they do not exceed 0.15 percent by volume and are blended in the gasoline by the refiner or fuel manufacturer. Racing gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant. The average D.C. for the hydrocarbons that make up gasoline is 2.025. This is defined as a reading of “0” with the PDRA Fuel Check meter. Racing gasoline is tested and certified at PDRA events by the application of various chemical analyses as considered appropriate by Fuel Check personnel. Racing gasoline in a vehicle may be checked before use in competition.

Methanol: Methanol is a clear, colorless liquid with a mild odor at ambient temperatures. Methanol is sold in two U.S. Federal Grades: A and AA. Either grade is permitted for use in PDRA competition, and racers should ensure that the methanol they purchase meets federal standards of purity. Methanol is tested and certified at PDRA events by the application of

various chemical analyses as considered appropriate by Fuel Check personnel. To be considered legal, methanol used in PDRA competition must meet the federal standards of purity. Any deviation from these standards because of impurities (beyond the limits established in the federal specification) in the fuel sample will result in disqualification. Because methanol is a hygroscopic substance, it readily absorbs moisture from the air, which rapidly renders methanol illegal as a fuel for use in PDRA competition. Racers are cautioned to keep methanol containers tightly capped at all times to minimize the absorption of water.

1:7 LIQUID OVERFLOW

All cars in competition with any type of water overflow capable of spilling water must have a catch can to accumulate the excess liquids and prevent leaking onto the track. Minimum catch can capacity: 1 pint. Catch can must be securely fastened; i.e., bolted, clamped. Overflow may be routed into headers on cars that are supercharged or burn nitromethane or alcohol.

1:8 LOWER ENGINE CONTAINMENT DEVICE

In classes where specified, must utilize an PDRA-accepted lower engine oil-retention device. SFI Spec 7.1 or 7.2 Lower Engine Containment Device permitted. A properly fitting lower engine ballistic/restraint device mandatory. The PDRA Technical staff can accept or reject any device. Any device that fails to perform as required must be replaced or repaired to the satisfaction of the Technical staff prior to any further runs. When used, an SFI Spec 7.1 or 7.2 Lower Engine Containment Device must cover the sides of the block and pan up to within one inch of the head mating surface and extend to within 1 1/2 inches of the front and rear of the cylinder case area. SFI Spec 7.1 devices must be updated/recertified by the original manufacturer at one-year intervals. In classes where specified, a belly pan may be used in lieu of a device attached to the engine. The belly pan must extend from frame rail to frame rail and extend forward of the harmonic balancer and to the rear of the engine block and must incorporate a minimum 2-inch-high lip on all sides unless specified in Class Requirements. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A nonflammable, oil absorbent liner mandatory inside of retention device.

1:9 OIL SYSTEM

Accu-sump, dry-sump tanks, oil filters, oil supply lines, etc. prohibited in driver compartment and outside of frame and/or steel body/fenders, except as noted in Top Fuel. Oil-pressure gauge and line permitted in driver compartment, metal or steel braided line mandatory, maximum 3/16-inch inside diameter. Power-enhancing additives prohibited.

1:10 SUPERCHARGER

Roots-Type: Maximum size: 14-71, 22 1/4-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Aluminum studs (supercharger to manifold) mandatory in all classes.

Roots-Type High Helix: Must adhere to same maximum case dimensions and maximum rotor cavity diameter as standard Roots. Rotor helix angle may not exceed 6.5 degrees per inch (123.5 degrees total over 19-inch maximum rotor length). Use of high-helix supercharger is restricted to Advanced E.T., Competition (Pro Mod only). Aluminum studs (supercharger

to manifold) mandatory. See Class Requirements for manifold burst panel and restraint specifications.

ALL SUPERCHARGERS: Fuel and/or oil lines must be shielded wherever they pass the supercharger drive belt. Either a belt guard or fuel/oil line guard may be used.

1:11 SUPERCHARGER RESTRAINT DEVICE

Supercharger restraint system meeting SFI Specs mandatory per Class Requirements. Restraint system must be updated at two-year intervals from date of manufacture. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. See Class Requirements.

1:12 THROTTLE

Regardless of class, each car must have a foot throttle incorporating a positive-acting return spring attached directly to the carburetor/injector throttle arm. A positive stop or override prevention must be used to keep linkage from passing over center and sticking in an open position. In addition to return springs, some means of manually returning the throttle to a closed position by use of the foot must be installed on all altered linkage systems except hydraulically or cable-operated systems. Per Class Requirements, throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the initial throttle operation. In E.T. bracket classes, timed throttle stops are permitted that use pneumatics and or electronics to modulate the throttle after initial launch. Cable throttle systems permitted. PDRA-accepted hand controls for the physically challenged permitted. Choke cables and brazed or welded fittings on steel cable prohibited. No part of throttle linkage may extend below framrails.

1:13 VENT TUBES, BREATHERS

Mandatory as outlined in Class Requirements; permitted on all cars. Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of one gallon per engine (except as noted in Class Requirements). The catch tank must be baffled to keep overflow off track. Breather/vent tubes must be mechanically secured (tie-wraps prohibited) to the fittings and the fittings locked at both ends.

GENERAL REGULATIONS

DRIVETRAIN: 2

2:1 ANTI-BLOWBACK DEVICE

If mandated by class requirements, a brace or device must be installed that will prevent the bellhousing or adapter shield from being blown rearward in the event of flywheel and/or clutch explosion. Material required is 4130 chromoly, minimum size is .875-inch O.D. x .083-inch wall tubing with 3/8-inch fasteners. Ball-lock pins prohibited.

2:2 AXLE-RETENTION DEVICES

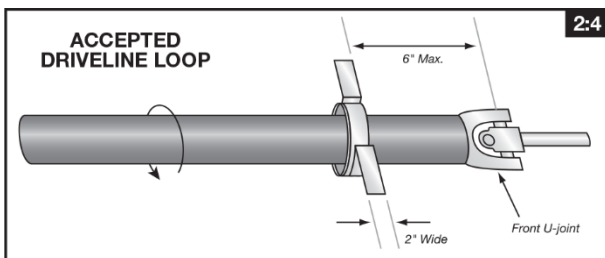
All cars, except some E.T. cars as noted in Class Requirements, must be equipped with a satisfactory means of rear-axle retention; minimum .120-inch aluminum or .090-inch steel bearing retainer mandatory. Stock "C"-clip axle retention prohibited as outlined in Class Requirements.

2:3 CLUTCH

Each car in competition, except those with automatic transmissions, must be equipped with a foot-operated clutch incorporating a positive stop to prevent clutch from going over center or past neutral, as in the case of centrifugal units. All pedals must be covered with non-skid material. PDRA-accepted hand controls for the physically challenged permitted. All slider clutches must meet SFI Spec 1.2, 1.3, or 1.4 as outlined under Class Requirements. In Class Requirements that call for an SFI Spec 1.2 clutch, an SFI Spec 1.5 clutch can be used. Multidisc clutch assembly for non-OEM supercharged, nitrous-oxide injected, and non-OEM turbocharged vehicles must meet SFI Spec 1.3, 1.4, or 1.5 and must utilize an SFI Spec 6.2 or 6.3 flywheel shield, except as noted in Class Requirements.

2:4 DRIVELINE

For cars with driveshafts that contain universal joints:



For all full-bodied and open-bodied cars running between 4.50 and 8.59, in place of a crossmember located behind but within 6 inches of the center of the front universal joint: A front driveshaft loop is required on all cars, except vehicles running 7.35 seconds or slower equipped with street tires. See Class Requirements.

Full-bodied cars, 4.49 seconds and quicker, with the OEM floor retained (i.e., OEM floor may be modified according to Class Requirements for transmission removal but must be intact from 6 inches behind the center of the front universal joint rearward): A front driveshaft loop is required. See Class Requirements.

Full-bodied cars, 4.49 seconds and quicker, with the OEM floor removed/replaced: Each end of the driveshaft must have a round 360-degree driveshaft loop within 6 inches of the U-joint, and a driveshaft tube is also required. See Class Requirements.

Open-bodied cars, 4.49 seconds and quicker, where the driveshaft passes any part of the driver's body: Each end of driveshaft must have a round 360-degree driveshaft loop within 6 inches of U-joint, and a driveshaft tube is also required. The driveshaft tube must extend the full length of the portion of the driveshaft that passes any portion of the driver's body or extend to within 6 inches of the centerline of the rear U-joint. For center steer cars with the driver seated above the driveshaft in lieu of a driveshaft tube a plate above the driveshaft of minimum thickness .120-inch steel or titanium with a minimum of four attachment points to the chassis, using either minimum 5/16 SAE Grade 8 bolts, welded, or 1/4-inch push/pull pins may be used. The plate must be at least as wide as the seat. See Class Requirements.

For all cars with driveshafts that do not contain universal joints but pass any part of the driver's body: Each end of driveshaft must have a full 360-degree cover of minimum 1/16-inch steel or 1/8-inch aluminum. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the Spicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable crossmember, reverser, or third member. See Class Requirements.

DRIVESHAFT LOOP DEFINITION: 360 degrees of enclosure, 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch x .065-inch welded steel tubing, securely mounted to the frame or frame structure where available (or to the OEM floor or rocker box where a frame does not exist) and located within 6 inches of the front or rear universal joint for support of the driveshaft in event of U-joint failure.

DRIVESHAFT TUBE DEFINITION: Driveshaft must be covered by a 360-degree round, oval, or tapered tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch steel or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, using either minimum 5/16 SAE Grade 8 bolts, welded, or 1/4-inch push/pull pins. Two-piece tube assembly permitted with a minimum of six 3/8-inch SAE Grade 8 bolts.

2:5 FLYWHEEL

The use of stock-type cast iron flywheels and/or pressure plates prohibited. Units meeting SFI Spec 1.1, 1.2, 1.3, 1.4, or 1.5 mandatory except as noted in Class Requirements.

2:6 FLYWHEEL SHIELD & MOTOR PLATE: GENERAL

The use of aluminum bellhousing is permitted in all categories and applications. The aluminum bellhousing must meet applicable SFI Specifications. Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, or 6.3 flywheel shields and/or liners. An SFI Spec 6.1W bellhousing is also acceptable wherever an SFI Spec 6.1 bellhousing is mandatory or permitted. All 6.2 and 6.3 titanium bell housings must be reinspected and recertified yearly. SFI 6.1 titanium and aluminum bell housings and SFI 6.2 or 6.3 steel bell housings must be reinspected and recertified every two years (or as specified by the manufacturer). SFI 6.1 bell housings must be reinspected and recertified every five years (6.1). Where SFI Spec bell housings are mandatory, all applicable liners, large mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer, must be properly installed. For all new flywheel shields and for all flywheel shields certified or recertified after Nov. 14, 2012, all liners must be flush with the motor plate; liners may be notched for starter gears/snouts. Where an SFI 6.1 or 6.3 bellhousing is mandatory, a full, one-piece motor plate is also mandatory at the rear of the engine block. The motor plate must be constructed of steel or 6061-T6, 7075-T6 or 2024-T3 wrought heat-treated aluminum alloy plate, minimum 1/8-inch thick for 6.1 applications, minimum 3/16-inch thick for 6.3 applications. In addition to the fastener requirements noted below, the SFI 6.3 flywheel shield must be fastened to the motor plate with four 1/2-inch-diameter Grade 5 shoulder bolts or high strength steel (or titanium) fasteners and nuts, one in each quadrant. Where an SFI 6.2 bellhousing is mandatory, see Section 2:8 for motor plate and fastener requirements.

The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of Grade 8 bolts or high strength studs. The use of Allen bolts to fasten the shield to engine or motor plate, to fasten covers, etc. is prohibited. All bolts (not studs or nuts) used for flywheel shield mounting, covers, etc. must be identifiable as to grade; all nuts and bolts associated with flywheel shield mounting, covers, etc. must be full standard depth, width, etc. (reduced thickness bolt heads, hollow bolts, half nuts, thin wall nuts, etc. prohibited). Maximum thickness of all motor plates, mid-plates, and mounting plates installed between engine and flywheel shield is 1/2-inch, except SFI 6.1 which may be 1 1/4-inch maximum. All covers and fasteners associated with the flywheel shield must be installed prior to starting engine at any time, including warmups. Maximum spacing between flange fasteners in the flywheel shield is 7 inches. Chemical milling or any other structure weakening procedure is prohibited. Welding to repair a flywheel shield is prohibited unless it is performed by the manufacturer and recertified by the manufacturer prior to use.

For cars equipped with an SFI 7.1 lower engine ballistic/ restraint device, a maximum of two holes, each no larger than two inches in diameter (or 3.14 square inches equivalent area) are permitted. The holes must be located entirely below the horizontal centerline of the crankshaft. The holes must be at least 0.5-inch from any bellhousing bolt hole and be separated by at least two inches. SFI 6.2 flywheel shields may have one two-inch maximum diameter hole in the bottom of the back face of the shield. The opening in the motor plate for the crankshaft flange may not exceed the crankshaft flange diameter by more than one inch.

2:7 FLYWHEEL SHIELD: OTHER CLASSES

All other cars using a clutch and running 7.35 or quicker must be equipped with an SFI 6.1, 6.2, or 6.3 flywheel shield. See Section 2:6 for motor plate and general requirements. There shall be a minimum of seven 3/8-inch-diameter Grade 8 bolts or high strength steel studs in the top half of the bellhousing. There shall be a minimum of eight 3/8-inch-diameter Grade 8 bolts or high strength steel studs in the bottom half of the bellhousing used to fasten the bellhousing to the motor plate. Modifications or repairs to the flywheel shield prohibited except if performed and recertified by manufacturer. Exceptions to this rule: Volkswagen and Porsche engine cars are not required to have a shield when the engines are normally aspirated and gasoline burning. Porsche engines must use a steel billet flywheel. All other RWD cars running 7.35 or quicker for which an SFI 6.1, 6.2, or 6.3 flywheel shield is not commercially available may use an SFI 6.1, 6.2, or 6.3 flywheel shield from another application and mount it to a motor plate that is mounted to the engine block at all available bolt holes; or must be equipped with a flywheel shield made of 1/4-inch minimum thickness steel plate, securely mounted to the frame or frame structure and completely surrounding the bellhousing 360 degrees. The flywheel shield shall not be bolted to either the bellhousing or engine. The flywheel shield must extend forward to a point at least 1 inch ahead of the flywheel and 1 inch to the rear of the rotating components of the clutch and pressure plate.

All front-wheel-drive or transverse-mounted applications using a clutch and running 7.35 or quicker, for which an SFI Spec 6.1, 6.2, or 6.3 flywheel shield is not commercially available, must be equipped with a flywheel shield made of 1/4-inch minimum thickness steel plate. Shield must surround the bellhousing completely except for area of bellhousing adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted

together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing.

2:8 REAR END

Welded spider gear rear ends prohibited in all classes. Four-wheel drive permitted per class requirements. Aftermarket axles and axle retention device mandatory on any car (regardless of class or E.T.) with a spool.

2:9 TRANSMISSION

All cars and trucks in competition, except motorcycle, be equipped with a reverse gear.

2:10 TRANSMISSION, AFTERMARKET PLANETARY

A transmission shield covering transmission and reverser that meets SFI Spec 4.1 is mandatory if engine burns methanol or nitrous oxide and runs 6.39 seconds or quicker; or vehicle runs 4.49 seconds or quicker; or engine is supercharged or turbocharged; or on any overdrive unit. Air shifter bottles must be stamped with DOT-1800-pound rating (minimum) and be securely mounted (i.e., no tie-wraps or hose clamps). At least three bolts, 3/8-inch minimum, must be used to secure aftermarket planetary transmissions to bellhousing.

2:11 TRANSMISSION, AUTOMATIC/PDRA-ACCEPTED

All cars running 6.99 seconds and quicker must have an PDRA-accepted locking-type dipstick on the transmission, and dipstick/filler tubes must be securely fastened (i.e., bolted, aircraft clamped). Wire ties, hose clamps, etc. prohibited. Any non-OEM automatic floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. Functional neutral safety switch mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles running quicker than 6.99 or faster than 135 mph (except some Stock and Super Stock classes as noted under Class Requirements) and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and labeled accordingly. ("Blanket"-type shield, appropriately labeled as meeting SFI Spec 4.1, permitted.) All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 x 1/8-inch straps that bolt to the shield on each side and pass under the transmission pan, or transmission pan must be labeled as meeting SFI Spec 4.1. Permitted in all classes where an automatic transmission is used.

Transmission that can utilize a high-gear transbrake must be supported by the use of two momentary buttons (one to arm the system, second as the main transbrake). Air shifter bottles must be stamped with DOT-1800-pound rating (minimum) and be securely mounted (i.e., no tie wraps or hose clamps).

GENERAL REGULATIONS

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. If hand brake is used, brake handle must be inside car body or driver compartment. 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. Secondary braking systems are permitted. PDRA-accepted hand controls for the physically challenged permitted. Automated braking systems prohibited; 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. If brake system includes a differential pressure switch, line-loc installed on front brakes must have solenoid installed after the differential switch. All line-locks (electric or hydraulic) must be self-returning to normal brake operating mode.

3:2 SHOCK ABSORBERS

Each car in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be either hydraulic or friction type, securely mounted, and in good working order. See Class Requirements.

3:3 STEERING

Each car's steering system must be secure and free of defects. All butt-welded parts must have additional visible reinforcement. Only conventional automotive steering systems are permitted; flexible steering shafts prohibited. Rear-wheel steering prohibited, unless vehicle was originally manufactured with an OEM system. An OEM system may not be modified, altered, or used in any manner inconsistent with manufacturer's specifications. All rod ends must be a minimum of 3/8-inch shank diameter and must be installed with flat washers of sufficient outside diameter to prevent bearing pullout. All steering boxes, sectors, and shafts must be mounted to the frame or suitable crossmember and cannot be mounted in any case to the bellhousing and/or bellhousing adapter shield, or motor plate. A secondary steering shaft stop must be installed to prevent long steering shaft from injuring driver in case of frontal impact (i.e., collar or U-joint pinned at crossmember, bracket, etc.). Commercially available quick-disconnect steering wheels permitted (except as noted in Class Requirements). Adapter must be welded to shaft. All fasteners must be of a positive nature; no roll or pressed pins, no ball-lock pins, set screws, etc. PDRA-accepted swing-away steering column permitted with removable steering wheel.

3:4 SUSPENSION

All cars must have a full suspension system of the type produced by an automobile manufacturer (i.e., springs, torsion bars, etc.). Rigid-mount front and/or rear axles are permitted when so indicated in Class Requirements. All rod ends must be installed with flat washers of sufficient outside diameter to prevent bearing pullout. Hollow rod ends are prohibited. Three-wheel vehicles are not eligible for competition in any class, two-wheel vehicles are only eligible for Pro Nitrous Motorcycle. Radius rods are not

required on front axles that are rigidly mounted 18 inches or less from kingpin axis. Any front suspension using a beam or tubular axle must have radius rods attached to frame.

3:5 TRACTION BAR ROD ENDS

Minimum requirement for rod ends on the front of all ladder-type traction bars is 3/4-inch steel. A rod end strap to keep ladder bar secured in event of rod end failure mandatory in all classes. All traction devices that are not attached at front (i.e., slapper bars, etc.) must have a U-bolt or strap to prevent them from coming in contact with track.

3:6 WHEELIE BARS

Some classes limit length of wheelie bar — see Class Requirements. All wheelie bars, regardless of class, must have non-metallic wheels (i.e., rubber, plastic). Wheelie-bar wheels must turn freely at starting line, any preload prohibited. Wheelie bars must be fixed. Hydraulics, pneumatics, electronics, etc. or any adjustment or movement during run prohibited. Using wheelie-bar wheels as “fifth wheel” sensing device prohibited.

GENERAL REGULATIONS

FRAME: 4

4:1 ALIGNMENT

Each car in competition, regardless of class, must have sufficient positive front-end alignment to ensure proper handling of car at all speeds.

4:2 BALLAST

As permitted in Class Requirements. Any material used for the purpose of adding to a car's total weight must be permanently attached to the car's structure and must not extend in front of or behind the rear of the car's body or above the rear tires. No liquid or loose ballast permitted (i.e., water, sandbags, rocks, shot bags, metal weights, etc.). Discovery of loose or disguised ballast will result in disqualification from the event (in eliminations) or a qualifying run being disqualified, regardless of whether infraction occurs. Additional penalties may be imposed in the sole and absolute discretion of PDRA. Weight boxes (two maximum) made of 1/8-inch material may be constructed to hold small items such as shot bags, lead bars, etc., as long as box and contents do not weigh more than 100 pounds or as outlined in Class Requirements. The box must be securely fastened to the frame or crossmember with at least two 1/2-inch-diameter steel bolts. Any liquid other than engine fuel being used, located behind the front firewall (on a front-engine car), is considered ballast and is prohibited, except for intercooler tanks that contain water and/ or ice only. Tank must be securely mounted to frame, frame member, or OEM floor pan. To permit “making a class” due to a difference in scale calibration, a maximum removable weight of 100 pounds (or as outlined in Class Requirements) is permitted. Removable weight must be securely mounted to the frame or frame structure by a minimum of two 1/2-inch-diameter steel bolts per 100 pounds, or one 3/8-inch steel bolt per 5 pounds; all other weight bars, pucks, etc. must use minimum 1/2-inch-diameter SAE grade 8 bolts for attachment. Hose clamps, wire, strapping, tape, tie wraps, etc. for securing weight or ballast prohibited.

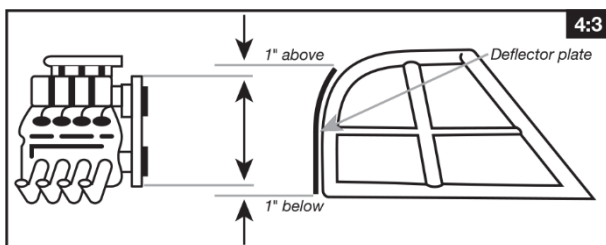
Acceptable forms of ballast are:

- 1) Heavier gauge steel floors (i.e., 16- or 18-gauge, heavier gauge and/or plate steel prohibited);
- 2) Frame reinforcing cross members; or
- 3) the addition of protective equipment such as roll bars, flywheel shield, etc. If additional ballast is needed and is permitted by Class Requirements, it must be permanently attached to frame, bolted with two 1/2-inch-diameter bolts per 100 pounds, with nuts welded to bolts.

Maximum amount of removable and/ or permanent ballast, unless otherwise stated under Class Requirements, is 500 pounds. Cars running 5.49 and quicker are limited to 250 pounds maximum, per SFI chassis specification.

4:3 DEFLECTOR PLATE

All rear-engine cars must have a deflector plate to protect driver and fuel tank from engine. Plates must be made of minimum 1/8-inch aluminum or .060-inch steel or titanium. Must extend from top blower pulley to bottom pulley and be at least 1-inch wider than each pulley for supercharged cars. Other cars must have plate covering from shoulder height to bottom of chassis. On any enclosed engine/driver configuration, a full bulkhead must be installed, completely sealing the driver from the engine. Minimum attachment for any plate is four 5/16-inch, Grade 5 bolts. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. See 1:1 COOLING SYSTEM for additional requirements.

**4:4 FRAMES**

Pressurization of framerails, roll bar, or roll cage in lieu of air bottles is prohibited. See also 4:10 ROLL BAR and 4:11 ROLL CAGE.

4:5 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 exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch clearance rule. Unless otherwise permitted by Class Requirements, the installation of a "beam breaker" in front of the body is restricted to extending no farther forward than the body or bumper and must also satisfy the 3-inch ground-clearance requirement.

4:6 MAGNAFLUX CERTIFICATES

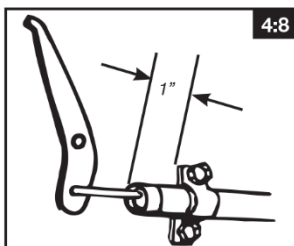
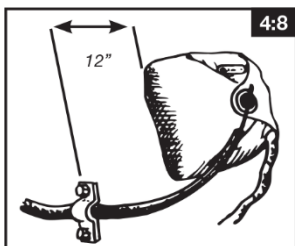
Magnaflux certificates may be required by the technical inspector on any altered or welded parts.

4:7 MOUNTING HARDWARE

Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc. All self-locking fastener buttons must be metallic. All self-locking fastener buttons may be painted any color on their face, but must be WHITE or SILVER ONLY under the face. This rule applies to ALL cars in ALL classes. All electrical, instrumentation, etc. connection boxes (e.g., exhaust temperature sensor/data recorder boxes and similar components) must either be securely (no wire ties, hose clamps, Velcro, etc.) attached to the engine, frame, bellhousing, etc. OR be constrained by a .060-inch-diameter stainless-steel multi-strand cable/lanyard such that it will not drop to the ground or contact a tire if any of the connecting wires break, OR be located such that they will fall into the body/belly pan if any of the connecting wires break.

4:8 PARACHUTES

If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Dual parachutes required for all cars running 170 mph or more or if required by Class Requirements. Tech inspectors may observe the proper operation of the parachute(s) 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 from the release handle. If automated push-button release system is used, driver must also be able to use handle to manually release the parachute(s). 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. The use of ball-lock pins for parachute mounting prohibited. Applications using two parachutes are required to have separate mounting points for each parachute system. 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.

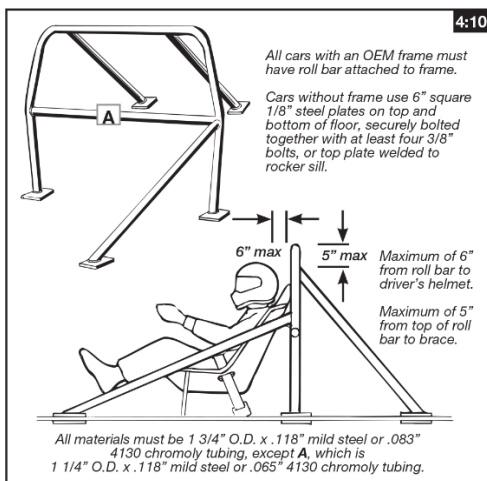


4:9 PINION SUPPORT

All cars using an open driveline must have radius arms, traction bars, or some suitable pinion support to prevent rear-end housing rotation.

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 or be within 1 inch of the roof/headliner in the area above the driver's helmet, 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 (wheel tubs 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. Also, the roll bar may be welded to frame connectors that are fully welded in place and are 1 5/8 inches x .118-inch MS or .083-inch CM round and/or 2-inch x 2-inch x .058 MS or CM rectangular. All 4130 chromoly tube welding must be done by approved TIG heli-arc process; mild steel welding must be done by approved MIG wire feed or approved TIG heli-arc 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. All cars running 6.39 or quicker, SFI Spec 45.1 mandatory.

**4:11 ROLL CAGE**

All roll 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 heli-arc process; mild steel tube welding must be approved MIG wire feed or TIG heli-arc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. All butt welds must have visible reinforcement (i.e., sleeve and rosette welds). Visible reinforcement around any hole in any SFI Spec chassis (not just the roll cage) mandatory. Reinforcement must be of at least the same cross-sectional area as the hole, at least .049-inch-thick chromoly and completely welded around the outside. Plating of chassis prohibited for cars running 4.49 and quicker manufactured after Jan. 1, 1999 and for all cars manufactured after Jan. 1, 2003, regardless of e.t. or speed. Painting and powder coating of chassis permitted. All chassis must be recertified every three years unless otherwise specified in Class Requirements. Roll cage must be padded anywhere the driver's helmet may contact it. For all cars running 6.39 and quicker, this padding must meet SFI Spec 45.1. To determine which type of roll cage your car needs, refer to illustrations in this section as well as specific Class Requirements for the applicable e.t. and body-style roll-cage requirements. Open-bodied cars running 6.39 and quicker and/or faster than 135 mph, all rear-engine dragsters, and all street roadsters must meet applicable SFI Specification for e.t. (see Class Requirements). Full-bodied cars running 5.49 and quicker and/or exceeding 135 mph must meet applicable SFI Specification for e.t. and weight (see Class Requirements). Full-bodied cars running between 5.49 and 6.39 and slower than 135 mph must meet the PDRA Full-Bodied roll cage requirements found in the illustration in this section. Front-engine dragsters, altereds, and Funny Cars running slower than 6.40 seconds must meet their respective PDRA roll cage requirements found in the illustrations in this section. SFI Specifications may be purchased from the SFI Foundation (sfifoundation.com, 858-451-8868); SFI Specifications are not available from PDRA Technical Services.

OPEN-BODIED CARS

When driver is in driving position in an open-bodied car, roll cage must be at least 3 inches in front of helmet. Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. On front-engine dragster, seat uprights and back braces must be arranged such that a flat surface passed over any two adjacent members will not contact the driver's seat or containment. Additional uprights, max 30 degrees from vertical, must be added until this requirement is satisfied. When non-vertical upright or "running W" side bay designs are used (i.e., uprights installed at greater than 30 degrees from vertical), adjacent roll-cage diagonals must be the same size as that required for the upright. Motor mount and/or rear-end uprights (except rear-engine dragster) may be rectangular tubing, 1 3/4-inch x 1-inch x .058 CM or MS minimum. For all vehicles required to meet SFI Specification 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 10.1 and 10.4 the upper roll-cage members must have head/helmet guards of one-inch by .058-inch round tube.

FULL-BODIED CARS

On full-bodied cars with the driver in driving position, helmet must be in front of main hoop. If helmet is behind or under main hoop, additional tubing same size and thickness as roll cage must be added to protect driver. Main hoop may be laid back or forward, but driver must be encapsulated within the required roll-cage components. For cars being built to the NHRA Rulebook Spec (i.e., 8.50 seconds e.t. and slower), there are times when it is not practical to fully weld the windshield bar and/or the main hoop to its adjacent structure. In this case, the use of two (i.e., two per affected joint) 1 3/4-inch x 1 3/4-inch x .110-inch 4130 chromoly or mild steel plate gussets,

fully welded on one side, may be used to replace up to 25 percent of the weld. These plate gussets may have a maximum of one 1/2-inch-diameter and two 5/16-inch-diameter holes. Another option to correct these incomplete welds is to use two, fully welded, tube gussets per affected joint. These tube gussets must be a minimum of 3/4-inch x .049 4130 chromoly or 3/4-inch x .118-inch mild steel and at least 4 inches in length.

STREET ROADSTER

(10.00 (*6.40) seconds e.t. and slower)

TOP VIEW FROM ABOVE

(roll cage removed from drawing for clarity)

A - 6 points of attachment
D@ - Horizontal, 1 1/4" x .058" used to tie inner and outer upper frame, only when no other support exists
F - **Lower frame** - needs extension on left side when driver's seat is overhanging lower framerail
H - Foot box support 1" x .058"
H@ - Retention for driver's legs, also can be a dash mount 1" x .058"
3 - Single diagonal 3/4" x .058"
X or K design 5/8" x .058"

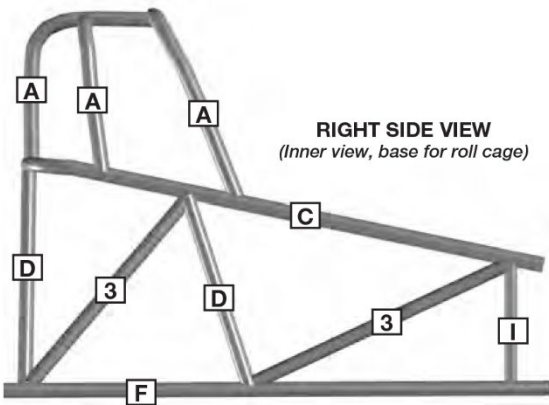
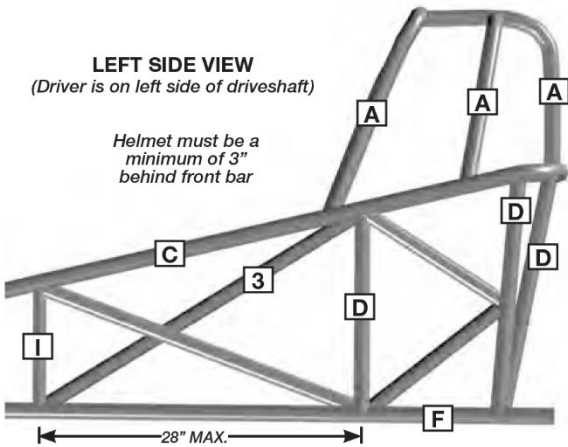
When 1 5/8" x .083" is used for upper **C** and lower **F** frame and uprights **D**, eliminates the need for inner frame diagonals **3**. Diagonals **3** along outer frame and uprights still mandatory

Street Roadster Tubing Code			
	O.D.	Chromoly	Mild Steel
A	1 1/2	.065	.118
C	1 1/2	.058	.118
D	1 1/4	.058	.118
	1 1/8	.065	.118
F	1 1/4	.058	.118
	1 3/8	.049	.118
I	1 1/4	.049	.118

These gussets are an acceptable correction to incomplete welds only in the OEM roof area. On unibody cars with stock floor and firewall (wheel tubs permitted), the roll cage may be bolted or welded to the floor/rocker box via 6-inch x 6-inch x .125-inch steel plates similar to the roll-bar attachment requirements of paragraph 4:10 in this section.

STREET ROADSTER

(10.00 (*6.40) seconds e.t. and slower)



When this design is used for the inner structure, adjacent to the driver, then the outer structure has no minimum requirements.

*Mild steel construction requires .118" minimum wall thickness.
Lower frame of square tubing minimum is 2" x 2" x .058".*

Unless attaching to OEM floor or frame, the minimum requirements for a frame member or fully welded in place frame connectors on unibody cars to which a roll-cage member is attached are 1 5/8-inch x .118-inch MS or .083-inch CM round and/or 2-inch x 2-inch x .058 MS or CM rectangular. All cage structures 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 required rear braces must be installed at a minimum angle of 30 degrees from vertical and must be welded in. Side bar must pass the driver at a point midway between the shoulder and elbow.

Unless an OEM framerail is located below and outside of driver's legs (i.e., '55 Chevy, '65 Corvette, etc.) a rocker or sill bar, minimum 1 5/8-inch x .083 CM or .118 MS or 2-inch x 2-inch x .058-inch CM or MS rectangular, is mandatory in any car with a modified floor or rocker box within the roll-cage uprights (excluding 6 square feet of transmission maintenance opening). Rocker bar must be installed below and outside of driver's legs and must tie into the main hoop, the forward hoop, frame, frame extension, or side diagonal. Rocker bar may not tie into swing-out side bar support. If rocker bar ties into side diagonal more than 5 inches (edge to edge) from forward roll-cage support or main hoop, a 1 5/8-inch x .083 CM or .118 MS brace/gusset is mandatory between the diagonal and forward rollcage support or main hoop.

"D" bar installation for full-bodied cars: For front-wheel-drive cars, with complete OEM floor (from the firewall to the rear of the trunk) and rocker/sill boxes, the 1 1/4-inch x .058-inch CM (.118-inch MS) "D" bars (when required; i.e., when the main hoop is not welded to the frame) may be welded to a 1 5/8-inch x .083-inch CM (.118-inch MS) crossmember welded to the rocker/ sill box via conventional 6-inch x 6-inch x 1/8-inch-thick plates or welded to main hoop. For rear-wheel-drive cars, with neither a frame nor subframe connectors, but with complete OEM floor (from the firewall to the rear of the trunk; exception: the rear inner wheel wells may be tubbed with steel or aluminum), the 1 1/4-inch x .058-inch CM (or .118-inch MS) "D" bars may be welded to conventional 6-inch x 6-inch x 1/8-inch form fitted/contoured plates attached to the driveshaft tunnel. Otherwise, the "D" bars must be attached to frame, subframe, or subframe connectors.

Swing-out side bar permitted on OEM full-bodied car 8.50 e.t. and slower. The following requirements (A through D) apply:

A. 1 5/8-inch O.D. x .083-inch CM or .118-inch MS minimum. Bolts/pins must be 3/8-inch-diameter steel, minimum and in double shear at both ends.

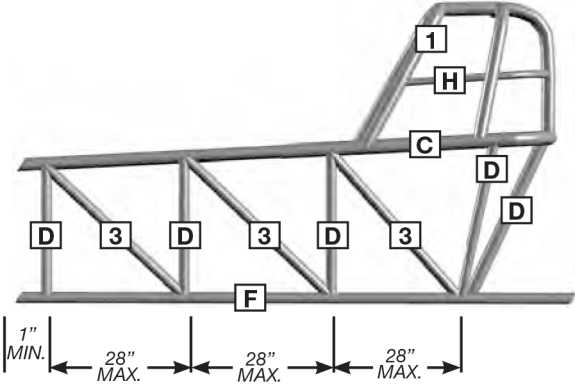
B. Male or female clevis(es) permitted. Male clevis must use two minimum 1/8-inch-thick brackets (CM or MS) welded to each roll-cage upright; female must use minimum 1/4-inch-thick bracket (CM or MS) welded to each roll-cage upright. Pins must be within 8 inches of the vertical portion of both the forward and main hoops. A half-cup backing device must be welded to the vertical portion of the main hoop (inward side) or the upper end of the swing-out bar (outward side), minimum .118-inch wall (CM or MS) extending at least 1 5/8 inches past the center of the pins. A clevis assembly using a minimum .350-inch-thick male component and two minimum .175-inch-thick female components may use a 1/2-inch-diameter Grade 5 bolt and does not require a half-cup backing device.

C. Sliding sleeves of 1 3/8-inch x .083 CM or .118 MS, with minimum 2-inch engagement, are permitted in lieu of the upper pin/cup.

D. All bolt/pin holes in the swing-out bar must have at least one-hole diameter of material around the outside of the hole.

REAR-ENGINE DRAGSTER

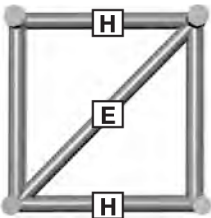
(10.00 (*6.40) seconds e.t. and slower)



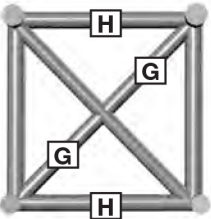
All dimensions apply to driver's compartment only

FRONT VIEWS

(Dragster; rear engine)

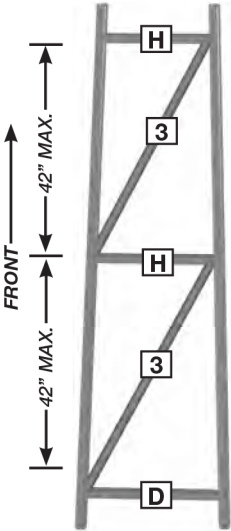


OPTION #1



OPTION #2

BOTTOM VIEW



RED, FED, Altered, and Funny Car Tubing Code

	O.D.	Chromoly	Mild Steel
A	1 1/2	.065	.118
B	1 5/8	.065	.118
C	1 3/8	.058	.118
D	1 1/4	.058	.118
	1 1/8	.065	.118
E	3/4	.058	.118
	1	.049	.118
F	1 1/4	.058	.118
	1 3/8	.049	.118
G	5/8	.058	.118
H	1	.058	.118
I	1 1/4	.049	.118

Steel-bodied pickup trucks (4.49 seconds and slower), roll cages are permitted with no back braces if the roll cage satisfies SFI 25.1, 25.2, 25.4, or the roll cage consists of a 4-point (door car) cage with a complete SFI 2.4, 2.5, 2.6, 2.7 dragster, SFI 10.2, 10.3 altered, or SFI 10.4 street roadster roll cage/driver's compartment incorporated into and attached to the 4-point roll cage. An upper windshield bar is mandatory.

Non-steel-bodied pickup trucks (4.49 seconds and slower), roll cages are permitted with no back braces if the roll cage satisfies SFI 25.1, 25.2, 25.4, or the roll cage satisfies the requirements for SFI 2.4, 2.5, 2.6, 2.7 dragster, SFI 10.2, 10.3 altered, or SFI 10.4 street roadster roll cage/driver's compartment. No 4-point (door car) cage is required and no upper windshield bar is required.

On all cars requiring a roll cage, if the OEM firewall has been modified (in excess of 1 square foot for transmission removal, not including bolted in components) a lower windshield or dash bar of 1 1/4 x .058-inch 4130 chromoly or 1 1/4 x .118-inch mild steel is mandatory connecting the forward cage supports.

All joints indicated as tube-to-tube joints/intersections must be fabricated by properly notching the components to fit with minimum clearance unless otherwise noted. Crushing the end of a tube to oval in lieu of properly notching/fitting the tube is not acceptable. Welding a plate to the side of one tube and butt welding the other tube to the plate surface in lieu of properly notching/fitting the tube is not acceptable.

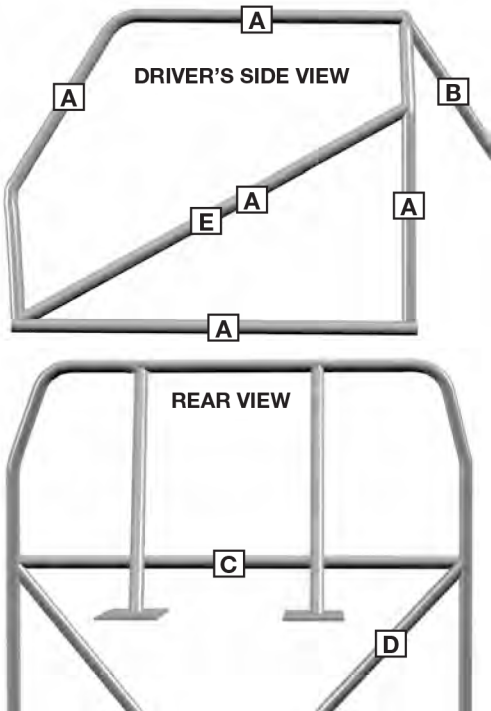
For Sportsman full-bodied cars that require a roll cage (4.49 seconds and slower, including cars inspected to SFI 25.4 or 25.5): If the windshield/roof bars are interrupted by the dash bar, then either the entire dash bar must be minimum 1 1/2-inch x .058-inch CM (.118-inch MS) or the entire dash bar must be minimum 1 1/4-inch x .058-inch CM (.118-inch MS) and must be braced with gussets to both the upper and lower sections of each windshield/roof bar. The gussets may be either 1.75-inch x 1.75-inch x .110-inch (with one 1/2-inch-diameter and two 5/16-inch diameter holes maximum) 4130 CM or MS plate (triangle shaped) or 3/4-inch x .049-inch CM (.118-inch MS) tubing at least 4 inches long. An interrupted windshield/roof bar is defined as one that has been completely severed into upper and lower sections/ pieces and then the sections/pieces are welded to the dash bar.

4:12 WHEELBASE

Minimum 85 inches, unless OEM was less and vehicle is equipped with OEM engine and drivetrain. Maximum wheelbase variation from left to right is 1 inch, unless otherwise noted in Class Requirements.

FULL-BODIED CARS

(8.50 (*5.35) seconds e.t. and slower)



All cars with an OEM steel frame must have roll cage welded to frame. For 1997 and later Z06 and ZR1 Corvettes only with aluminum frames, the acceptable roll-cage mounting is shown in the next drawing.

- B** - If **A**, two bars any length.
If **B1**, two bars, 30" or less; must attach within 5 inches from top of main hoop.
If **B2**, minimum 4 bars. At least 2 bars must attach to horizontal portion of main hoop.
If **B3**, minimum 6 bars. At least 2 bars must attach to horizontal portion of main hoop.
- D** - 1 1/4" x .058" CM (.118" MS) mandatory when main hoop is welded to plates on floor and/or rocker/sill in lieu of frame; D-bars must be attached to frame, subframe, subframe connectors, or OEM driveshaft tunnel. Refer to text in this section for specific criteria.
- E** - May substitute an "X" brace of 1 1/2 by .065-inch 4130 chromoly or 1 1/2 by .118-inch mild steel.

Tubing Code			
	O.D.	CM	MS
A	1 5/8	.083	.118
B-1	1 1/2	.058	.118
B-2	1 3/8	.049	.118
B-3	1 1/4	.049	.118
C	1 1/4	.065	.118
D	1 1/4	.058	.118
CM	4130 Chromoly		
MS	Mild Steel		

GENERAL REGULATIONS

TIRES & WHEELS: 5

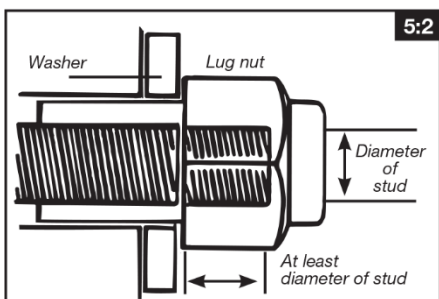
5:1 TIRES

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on vehicles running 7.49 or quicker. Chemically treating and physically altering (e.g., lightening, etc.) a tire in any manner is prohibited unless such treatment or alteration is performed by the original manufacturer.

5:2 WHEELS

Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, and condition of spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are prohibited on any class car. The use of “spinner” style wheels or any wheel design that incorporates movable pieces while vehicle is in motion or stationery are prohibited.

Each car in competition must be equipped with automotive type wheels with a minimum 12 inches of diameter unless Class Requirements stipulate otherwise. Motorcycle wheels or lightweight automotive wire wheels must be equipped with .100-inch minimum diameter steel spokes, properly cross-laced to provide maximum strength. All spoke holes in rim and hub must be laced. Omissions to lighten wheels prohibited. The thread engagement on all wheel studs to the lug nut, or lug bolts to wheel hubs, must be equivalent to or greater than the diameter of the stud/bolt. Length of the stud/bolt does not determine permissibility. (Example: A 7/16-inch stud must be thoroughly engaged through the threads in the hex portion of the lug a minimum of 7/16-inch.)



Wheel spacer permitted. Spacer to be either hub-centric or lug-centric and must fit with minimal clearance to retain concentricity. The wheel spacer must not reduce the minimum permitted thread engagement below the limits established by fastener diameter. (See example as stated above.) No stacking of wheel spacers allowed. Maximum rim width on any car: ~~16~~ 18 inches, unless class specifications state otherwise. No rear wheel discs or covers permitted in any category. Pro Stock and Pro Modified must meet a minimum of SFI Spec 15.1.

GENERAL REGULATIONS

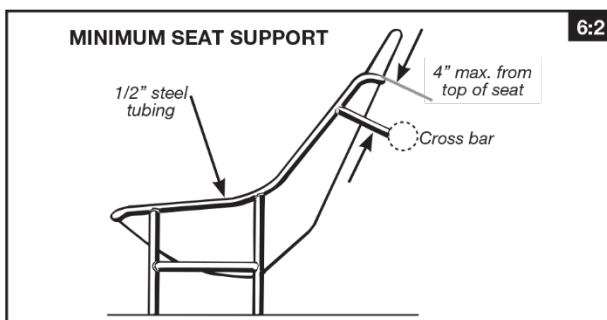
INTERIOR: 6

6:1 DRIVER COMPARTMENT

Both doors must be functional from inside and outside on all full-bodied cars. All interior panels (firewalls, floors, wheel tubs, doors, etc.) within the driver compartment of enclosed cockpit cars where the driver is located behind the engine must be constructed of materials other than magnesium. Driver compartment of any enclosed or full-bodied car must be totally sealed from engine and transmission. Openings around all linkages, lines, wires, hoses, etc. must be minimized.

6:2 UPHOLSTERY, SEATS

The driver's seat of any car in competition must be constructed, braced, mounted, and upholstered to provide full back and shoulder support. The driver's seat must be supported on the bottom and back by the frame or crossmember. Except as noted in SFI Specifications, seats must be bolted with four bolts (and nuts and washers) on the bottom and one bolt in the rear into crossbar; all bolts must go into frame or cross braces. Ball-lock pins for seat attachment prohibited in all classes. All seats must be upholstered, or as noted under Class or SFI Requirements. All front-engine, open-bodied, supercharged or turbocharged (gasoline or methanol) cars running 4.49 seconds and quicker must have a flame-retardant-material-upholstered seat. Properly braced, framed, supported, and constructed seats of aluminum, fiberglass, carbon fiber, or double-layer poly (accessory seats) permitted. Single-layer fiberglass seats must have steel tube framework, 1/2-inch-minimum O.D., for support. Aftermarket aluminum seats must have reinforced head rest. Magnesium seats prohibited.



6:3 WINDOW NET

An SFI 27.1 ribbon-type or mesh-type window net is mandatory on any full-bodied car running 4.49 or quicker. For full-bodied cars running 4.50 to 6.39 or if vehicle runs 135 mph or faster, a ribbon-type or SFI 27.1 mesh-type window net is mandatory unless otherwise specified by Class Requirements. SFI 27.1 window net, when required, must be updated at two-year intervals from the date of manufacture. Window net must be securely mounted on the inside of the roll cage, with the permanent attachment at the bottom. All attachment points must be designed in an attempt to protect the driver and avoid contact with track surface or guardwall. Eyelet clips, dog-leash hardware, hose clamps, etc. prohibited. Penetration of webbing, except as performed per manufacturer's instructions, prohibited. Any other modification to net must be performed by manufacturer.

GENERAL REGULATIONS**BODY: 7****7:1 AIR FOILS, WINGS**

Air foils, canards, wings, and spoilers other than original factory equipment are permitted only in open-bodied class cars (e.g., Dragster, Street Roadster, or open-wheel Altered) or as noted in Class Requirements. A positive locking device to prevent movement mandatory. No part to be within 6 inches of rear tires. Spring-loaded spoilers, wings, or canards prohibited. Adjustment of air foils, wings, or spoilers during run prohibited. *NOTE:* A spoiler is mounted directly to the deck lid of the vehicle such that air passes only on the top side of the device. An air foil or wing is mounted on stands, struts, or pedestals such that air passes over the top and underneath the device. Minimum fastener size on all front wings, canards, etc. is 1/4-inch. Ball lock pins prohibited.

For all open-wheel/body cars where rear wings are permitted and mounted to the roll cage, the wing may either be fully mounted to the roll cage via plates and/or short brackets; maximum 6 inches center-to-center between the upper (wing tab) and lower (roll cage tab) bolts or have a roll-cage shroud. A multi-piece shroud is permitted. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-265 titanium or .090-inch 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 1/4-inch-minimum-diameter Grade 8 bolts and bosses per side, to the top with one 1/4-inch-minimum-diameter Grade 8 bolt and boss, and to the rear bars with a minimum of two 1/4-inch-minimum-diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Absolutely no components may be mounted to the helmet shroud above the top of the shoulder hoop. Bolt heads must be 1/2-inch hex-style head.

PDRA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section. All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible rollcage structure. On the bottom, the shroud must have 2-inch clearance between the upper framerail/shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars.

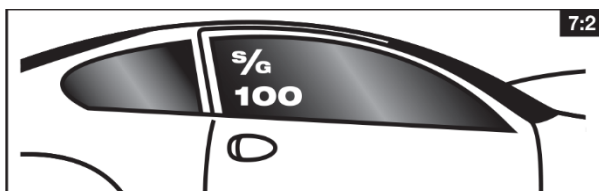
When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 3/4-inch per side.

On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 3/4 inches at any point and must overlap each side a minimum of 1 1/2 inches. The side shrouds must extend to the centerline of the rear hoops.

7:2 COMPETITION NUMBERS

All contestants are required to display a permanent driver number at all PDRA Racing series events. Driver numbers and class designation letters must be displayed on both side windows and the windshield. Numbers on side windows must be a minimum 4 inches high. Numbers and class

designation on windshield must be a minimum of 3 inches high and 1 inch wide. Driver's competition number and class designation must be displayed in a legible manner in a contrasting color to the vehicle's background color, or light color on windows, in a prominent position, and be clearly visible to the tower personnel. Class and numbers must be in the form of permanent decals or paint.



7:3 FENDERS

All vehicles in all classes must have re-rolled or beaded edges on altered fenders. Flaring or spreading external fender lines prohibited, except as noted in Class Requirements. Front fenders may not be "drooped" on full-fendered car except as noted in Class Requirements.

7:4 FIREWALL

Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All holes in firewall must be sealed with aluminum or steel. In certain instances, fiberglass, carbon fiber, or other composites may be used. See Class Requirements or consult PDRA. Use of magnesium prohibited.

7:5 FLOOR

All cars without floors must be equipped with floor pans made of steel or aluminum that must extend the full length and width of the driver compartment to the rear of the driver's seat. Cars equipped with floors or belly pans made of fiberglass or other breakable material must have metal subfloors. In all cars with OEM fiberglass floors, a crossmember (minimum 2-inches x 2-inches, .083-inch wall thickness square tubing) must be installed between framerails for proper driver's seat, seat belt, shoulder harness, and crotch strap installation. Belly pans and subfloors enclosing engine or driver compartment must contain suitable drain holes so that liquids and foreign matter cannot collect, thus creating a fire hazard. Minimum .032-inch aluminum or .024-inch steel. In certain instances, an PDRA-accepted panel made of composite material may be substituted for steel or aluminum. Contact the PDRA Technical Department for list of accepted composite panels. Use of magnesium prohibited.

7:6 HOOD SCOOP

On full-bodied cars, where permitted, hood-scoop opening may not extend more than 11 inches above height of original hood surface as measured from the top of the opening directly down to the hood surface. On open-bodied, front-engine cars, scoop may not extend more than 11-inches above height of carburetor top. Scoop must have one opening only. All other classes, multiple scoop openings permitted. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. See Class Requirements for additional restrictions.

7:7 WINDSCREEN

On open-bodied cars, or any other class car without a windshield, a metal or other fireproof deflector must be installed. Minimum size on Street Roadster and Altered class cars is 5-inches x 12-inches. The deflector should divert wind, liquids, and foreign matter over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's frontal view in any way. Tape of any kind prohibited on any transparent windscreen. The use of any temporary or permanent shielding, including paint, that obstructs the driver's vision (e.g., blinders, staging aids) and that is attached to the helmet or windscreen is prohibited.

7:8 WINDSHIELD, WINDOWS

Windshields and/or windows on all cars, when called for under Class Requirements, must be of safety glass, Plexiglas, Lexan, or other shatterproof material, minimum 1/8-inch thick. Windshields may not be attached with self-locking fastener buttons. Windshield/window must be in good condition and free from cracks. Competition number decals are permitted on any window, windshield or backlite, except as noted in Class Requirements. Tape of any kind prohibited on any windshield or window. The use of any temporary or permanent shielding, including paint, that obstructs the driver's vision (e.g., blinders, staging aids) and that is attached to the helmet, window or windshield is prohibited. Permitted shielding not to exceed 4-inches by 8-inches is permitted at this time provided that **(a)** it has a permanent attachment to the vehicle, such that it requires tools for removal, and **(b)** that the shielding is deemed safe by the driver in the driver's judgment and so long as the driver can demonstrate to technical inspectors that the purpose of the modification is to reduce distraction in the driver's field of vision. By using such a shield, the driver acknowledges and agrees that the driver deems such modification safe in the driver's judgment consistent with the driver's obligations. Tape, tie straps, binder clips, hook-and-loop fasteners, glue, etc. are prohibited for attachment purposes. Vehicle-mounted shielding is allowed to pivot as long as it remains permanently attached. See General Regulations 10:7.

GENERAL REGULATIONS

ELECTRICAL/CONTROL: 8

8:1 BATTERIES

All batteries must be securely mounted; must be of sufficient capacity to start vehicle at any time. Batteries may not be relocated into the driver or passenger compartments. Rear firewall of .024-inch steel or .032-inch aluminum (including package tray) required when battery is relocated in trunk. In lieu of rear firewall, battery may be located in a sealed .024-inch steel, .032-inch aluminum, or PDRA-accepted poly box. If sealed box is used in lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Relocated battery(s) must be fastened to frame or frame structure with a minimum of two 3/8-inch-diameter bolts. OEM located batteries without complete OEM hold-down hardware must be secured to OEM battery box/tray using the same 3/8-inch-diameter bolt hold-down method described in previous sentence. ("J" hooks prohibited or must have open end welded shut.) Metal battery hold-down straps mandatory. Strapping tape prohibited. A maximum of two automobile batteries, or 150 pounds combined maximum weight (unless otherwise

specified in Class Requirements), is permitted. Maximums may vary according to Class Requirements.

8:2 DELAY BOXES/DEVICES

Permitted. A delay box or delay device is defined as any device (electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between the release of transbrake line-loc, or two-step button, or release of foot or hand brake, or release of clutch pedal/lever, or release of any other device and the resultant action of the vehicle, or as otherwise determined by PDRA.

Discovery of a prohibited device at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of all PDRA Racing Series points for the season, and suspension from all PDRA Racing events for remainder of season. Additional penalties may be imposed at the discretion of PDRA.

8:3 IGNITION

Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver. "Momentary contact" switch prohibited. Magneto "kill button"-type switches are prohibited. All ignition systems and/or components wiring harnesses and attachments must utilize those supplied by the ignition system manufacturer. The wiring harness must be used in an unaltered manner consistent with the manufacturer's installation and instruction books. All wiring associated with the ignition system must be fully visible, labeled, and traceable.

All removable or pin-type timing devices are prohibited. Two-Steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver's reach and will preferably be located outside the driver compartment.

The use of any programmable multi-point rev limiter and/or a rate-of-acceleration RPM limiter, either by themselves (e.g., MSD 7561, MSD 7761) or integrated into the ignition system (e.g., MSD 7531), is prohibited in PDRA competition in the following classes: Extreme Pro Stock, Top Sportsman, Top Dragster, Pro Jr. Dragster, Top Jr. Dragster and Bracket Bash.

8:4 MASTER CUTOFF

Mandatory when battery is relocated, or as outlined in Class Requirements. An electrical power cutoff switch (one only) must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions including magneto ignition. The off position must be clearly indicated with the word "OFF." If switch is "push/pull" type, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Plastic or keyed switches prohibited. Switches and/or controls must be located behind rear wheels on rear-engine dragsters.

8:5 STARTERS

All cars must be self-starting. Rollers and/or push starts prohibited.

8:6 TAILLIGHTS

All vehicles from E.T. up to and including Competition, one functional taillight mandatory. Strobe, flashing, high intensity, laser, infrared, photo sensitive, or other light-emitting/receiving device prohibited. See also Class Requirements.

8:7 SWITCHES, BUTTONS

Transbrake and/or line-loc switches must be PDRA-accepted. All switches and/or buttons must be standard, mechanical connection type.

8:8 SHIFT LIGHT

Shift light may only be triggered by tachometer output or ignition output.

GENERAL REGULATIONS

SUPPORT GROUP: 9

9:1 COMPUTER

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. Except those installed on stock vehicles by the new-vehicle manufacturer for the proper operation of such vehicle, no vehicles may be equipped with computers. Per Class Requirements, OEM or aftermarket OEM-type electronic fuel injection permitted. Electronic fuel injection is permitted. All related wiring, sensors, etc. must be identifiable to the tech inspector.

During PDRA competition, a portable computer (e.g., laptop, PDA, Palm Pilot, programmer, etc.) must be securely mounted when located in driver's compartment at any point beyond the staging area ready line. All functions or values must be preset prior to this point. Per Class Requirements, timed or RPM-activated shifters and the like permitted, but all automated functions must be preset before the run. Timer may display only timer amount dialed in; analog or digital display permitted. Devices may be removed at any time at discretion of PDRA Technical Department.

9:2 DATA RECORDERS

Data recorders may be used (per Class Requirements) 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 PDRA-accepted. 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. Data may be reviewed (printout, replay, etc.) only after the run.

9:3 FIRE EXTINGUISHER

An onboard fire extinguisher system is mandated under certain Class Requirements. Must be installed per manufacturer's specifications with all gauges clearly visible; viewing window(s) may be required for some applications. In other classes, it is recommended that each contestant and/or his or her crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession, carried in the tow vehicle, race car, or otherwise available for immediate use. Dry chemical or CO₂-type extinguishers, 2 1/2-pound minimum size, are recommended. When installed in a race car, must be mounted in a secure manner; use of flip-open-type clamps prohibited. All front-engine, open-bodied supercharged or turbocharged (gasoline or

methanol) cars running 4.49 seconds or quicker must be equipped with an SFI-rated 20-pound fire system.

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, 3M Novec 1230 or DuPont FE-36 or FE-227, 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 PDRA accepted, may be used. Bottles and lines must be mounted above the bottom of the adjacent framersails. 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.

9:4 GENERATORS

All generators, air compressors, etc. that are powered by an internal combustion engine must have the exhaust directed up and above the top of the trailer, truck, RV, tent/awning, etc. and clear of other people's pits.

9:5 JACKS & JACKSTANDS

No work may be done under any car in the pit area while the car is supported by only one jack. Additional safety devices such as jack stands are mandatory to provide additional protection in the event of jack failure. Failure to observe this rule is grounds for immediate disqualification. Jack stand devices must be constructed as to provide a minimum ground clearance of 7 inches as measured from the ground to the outer diameter limit of the rear tires.

9:6 LIFTING DEVICES

Any form of mechanical, hydraulic, or other leverage-type device for raising a car's driving wheels off the starting-line surface is prohibited.

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.

9:8 PUSH BARS

Push bar must be designed to prevent push car from riding up on rear wheel of open-wheeled race cars. Push or tow starts prohibited.

9:9 TELEMETRY DEVICES

Telemetry transmission of certain Professional-category vehicle parameters intended for the sole purpose of national event television coverage, which meet applicable PDRA criteria, permitted. Application for telemetry transmission(s) must be submitted in writing to PDRA Technical Services, National Headquarters, Glendora, Calif. Final, written authorization from applicable event Technical Services Crew Chief mandatory. Discovery of any unauthorized telemetry device, or unauthorized transmission of data, in any category, will result in disqualification from the event, loss of all-season points, plus suspension of competition privileges for the remainder of the season. Additional penalties may be imposed at the sole and absolute discretion of PDRA.

9:10 TOW VEHICLE

Any vehicle used as a tow vehicle must have the driver's competition number displayed on the tow vehicle. Limit of six crewmembers in tow or push vehicle. Crewmembers must be inside cab or completely inside bed or truck, not to be seated on tailgate, standing on running boards, or otherwise not completely inside vehicle. Generators or other external power supplies, extension cords, support equipment other than the tow vehicle, etc. are prohibited outside the pit area. Once a race vehicle leaves the pit, it must be in race-ready condition, and the only support equipment permitted is the tow or push vehicle until the vehicle returns to the assigned pit area.

9:11 TWO-WAY RADIO COMMUNICATION

The use of two-way radios for the purpose of voice communication between driver and crew is permitted in all classes. Telemetry may in no way be used for gathering data or performing control functions. When radio is mounted in driver's compartment, must be secured in holder by some type of strap or device when car is moving.

GENERAL REGULATIONS

DRIVER: 10

10:1 APPAREL

Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. See Class Requirements.

10:2 APPEARANCE

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the technical inspector. The appearance of personnel attending contestant vehicles is equally important and is subject to the same considerations.

10:3 ARM RESTRAINTS

Where mandated by Class Requirements, arm restraints must be worn and adjusted in such a manner that driver's hands and/ or arms cannot be extended outside of roll cage and/or frame rails. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

10:4 CREDENTIALS

Each driver of a vehicle entered in any event conducted at an PDRA member track must be at least 16 years of age (except Jr Dragster or Jr Street) and have either a valid state or government issued driver's license beyond a learner's-permit level or PDRA Competition License subject to inspection by officials at any time. In addition, a current PDRA license is required for participation in any divisional or national PDRA-sanctioned event. All competitors at PDRA Mello Yello national events must be a minimum of 18 years of age. A 17-year-old may apply for a Professional-category license and national event entry if all the following criteria are met: 1) applicant's 18th birthday falls during the regular PDRA national event schedule; 2) applicant was an active participant in another PDRA license category (6.39 E.T. or quicker) the previous year; 3) applicant holds a valid PDRA competition license (6.39 E.T. or quicker).

WHEEL-DRIVEN CATEGORIES

A new driver who has not previously held a competition license will be given a special cockpit-orientation (blindfold) test, and will be required to make a minimum of six runs under the observation of two licensed drivers and a designated PDRA official. Witnessing drivers must hold a competition license equal to or greater than one being applied for. A driver who is upgrading or cross-grading (bodied category to/from open-wheel category) is required to take the cockpit-orientation test and make three runs (per license application instructions). A licensed driver may drive a car classed under his or her license limitation. It is prohibited to cross over to or from the long wheelbase category to short wheelbase, dragster to bodied, motorcycle to car, etc. unless specifically licensed for each.

JET EXHIBITION CATEGORIES

New driver must notify PDRA of intention to obtain a license and receive all required forms and rules for the category. Applicant must be minimum 18 years of age. All new drivers will pay a \$200 application fee with the submission of a physical-exam form. Proof of car must be submitted and inspection must be performed prior to PDRA issuing a permit, which will include PDRA membership and insurance, to begin initial licensing runs.

New driver, or driver cross grading from Funny Car to dragsters, etc. will be given a cockpit-orientation (blindfold) test. New driver must make a minimum of 12 test runs over a two-day (minimum) period. Blindfold test and test runs must be witnessed by two currently licensed jet exhibition drivers with at least three years' experience, a track official, and an PDRA-designated person. Test runs are typically divided into three sessions, as follows:

Session 1: Three half passes, one moderate pass.

Session 2: Four moderate passes.

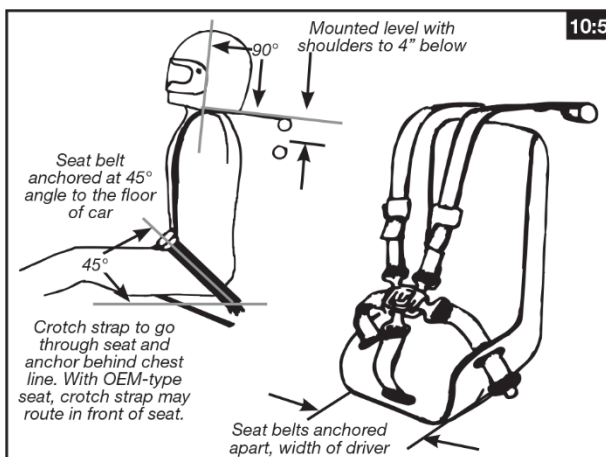
Session 3: One moderate pass, three full passes.

Driver cross-grading from one jet exhibition category to another must complete a blindfold test and minimum three full test runs in front of

standard witnesses. (A driver with an PDRA competition license in any wheel-driven category may not cross-grade to a jet exhibition license, regardless of experience.) In all categories, competition license will be granted or denied in PDRA's discretion.

10:5 DRIVER RESTRAINT SYSTEMS

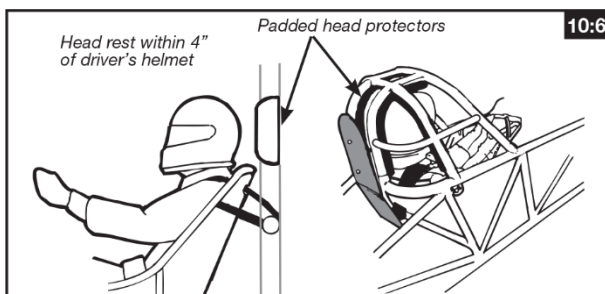
A quick-release driver restraint system meeting SFI Spec 16.1 or SFI Spec 16.5 is mandatory in all cars in competition required by the rules to have a roll bar or a roll cage. (Permitted in all other classes.) Driver restraint system must be clearly labeled as meeting SFI Spec 16.1 or SFI Spec 16.5 and be dated by manufacturer. SFI 16.1 or 16.5 3-inch-wide shoulder harness straps folded over and sewn to be 2 inches wide by the original manufacturer in order to fit into head and neck restraint lips/channels are acceptable. SFI Spec 16.1 or 16.5 Y-type belts prohibited. (In cases where the class does not require an SFI 16.1 or 16.5 driver restraint system, the two-year recertification does not apply.) System must be updated at two-year intervals from date of manufacture. All seat-belt and shoulder harness hardware must be originally designed to be used with each other and produced by the same manufacturer. For harness installation, see illustration. Cars using OEM or OEM-type seat may route crotch strap in front of seat instead of through seat; otherwise, install according to manufacturer's instructions. Mandatory that units must release all attachment points (five, six or seven, if applicable) in one action. When arm restraints are worn with a restraint system that utilizes a "latch lever," a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. Protective cover not required if system utilizes "duckbill" latch hardware. All harness sections must be mounted to the frame, crossmember, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Seat belts may not be wrapped around lower framerails. Under no circumstances are bolts inserted through belt webbing permitted for mounting.



10:6 HEAD PROTECTOR

In any car where a roll bar or roll cage is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent whiplash upon impact. The roll bar or cage must be padded wherever it may come in contact with the driver's helmet.

Adequate padding should permit minimum 1/4-inch compression or meet SFI Spec 45.1. The use of weather stripping and similar thin or low impact resisting materials is prohibited. A padded roll bar or cage alone is not acceptable as a padded head protector unless it is within 4 inches of the driver's helmet. A seat that incorporates a reinforced head rest is permitted.



10:7 HELMET

As outlined under Class Requirements, drivers in all classes, including motorcycles, must wear a helmet meeting Snell or SFI Specifications.

Full-face helmet mandatory on all cars 6.39 or quicker. See individual Class Requirements for additional requirements. Shield mandatory 4.49 and quicker.

Drivers of PDRA Racing series and E.T. cars (8.50 or quicker) must use a helmet meeting Snell K2015, SA2010, SAH2010, K2010, M2010, SA2015, M2015, or SFI 31.1/2010, 31.1/2015, 41.1/2010, or 41.1/2015 Specs. Drivers in supercharged, front-engine, open-bodied cars and Funny Cars must wear a helmet meeting Snell SA2010, SA2015, SAH2010, or SFI 31.1/2010, 31.1/2015 Specs. See Class Requirements.

NHRA Helmet Expiration Dates

Label	Expires	Label	Expires
Snell 2010	1/1/2022	SFI 24.1/2010 (JDRL only)	1/1/2022
Snell 2015	1/1/2027	SFI 24.1/2015 (JDRL only)	1/1/2027
SFI 31.1 and 41.1/2010	1/1/2022	Snell CMR 2007 (JDRL only)	1/1/2019
SFI 31.1 and 41.1/2015	1/1/2027	Snell CMS 2007 (JDRL only)	1/1/2019

Structural modifications to helmet/shield are prohibited. Cutting of helmet or helmet shield prohibited. Helmet must remain as manufactured, except for paint scheme/graphics and permitted non-structural driver modifications to helmet shield as set forth below. Taping or similar modifications to the helmet shield made by the driver that reduce the driver's field of vision, and are deemed safe by driver in the driver's judgment, are permitted at this time so long as the driver can demonstrate to technical inspectors that the purpose of the modification is to reduce distraction in the driver's field of vision. By using such a modification to the helmet shield, the driver acknowledges and agrees that the driver deems such modification safe in the driver's judgment consistent with the driver's obligations in Section 1, Participant Agreements and Administrative and

Procedural Rules, set forth above, and that the modification does not impair or interfere with the safe operation of the driver's vehicle. *See General Regulations 7:8.*

10:8 NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Neck collar must be commercially produced and designed for racing. Two different types of collars are commercially available: a full 360-degree "donut" type or a pull-together "horseshoe" type. Modification according to manufacturer's recommendations to fit helmet and driver's neck/shoulder spacing permitted. Must be worn as per manufacturer's recommendations. Must meet SFI Spec 3.3 as per class rules.

Neck collar meeting SFI Spec 3.3 mandatory in all open-bodied cars and any car running 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.

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 170 mph or faster or running 4.49 or quicker or by Class Requirements.

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.

A head and neck restraint device/system may be used with or without a neck collar.

10:9 OCCUPANTS

No more than one person is permitted in any car during any run, except one co-driver permitted 8.60 and slower E.T. cars; co-driver must be a minimum of 16 years old. All occupants of tow vehicles must be inside of car or pickup in a seated position while tow vehicle is in operation. Anytime a car is started, whether in the pits, staging lanes, with self-starter, or anywhere else on the race facility, a competent driver must be in the driver's seat unless coupler or driveline is removed. Noncompliance is grounds for disqualification from the event.

10:10 PROTECTIVE CLOTHING

"Protective Clothing" includes suit (one-piece suit or jacket and pants); head sock; gloves; and boots or shoes.

Driver must meet all Protective Clothing requirements stated under Class Requirements for vehicle being driven. SEE CLASS REQUIREMENTS.

Protective Clothing requirements stated are minimum requirements; drivers are free to upgrade Protective Clothing.

Each item of Protective Clothing must meet applicable specifications. Each item must be properly labeled and in good condition. All jackets/pants or suits for SFI Spec 3.2A/15 or 3.2A/20 must be recertified on a five-year interval.

All gloves must have a full layer of flame-retardant material inside the glove. Leather palm gloves without a full layer of flame-retardant material separating leather from driver's hand prohibited.

An SFI 3.3 head sock or SFI 3.3 skirted helmet is required where a neck collar is required but has been substituted with a head and neck restraint device. See Class Requirements.

If no specific Protective Clothing requirements are stated for a particular class, then the minimum requirements are as follows: full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No bare legs. No bare torsos. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended. For unaltered full-bodied OEM vehicles with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends such as E-85 or gasohol the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.

For any vehicle other than an unaltered full-bodied OEM vehicle with an unaltered fuel system using ethanol or methanol fuel blends in excess of 15% by volume such as E-85, requires the same protective clothing as is required for 100% alcohol and/ or methanol fueled cars. For ethanol or methanol fuel blends of 15% or less the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.

10:11 SEAT BELTS

All cars not required by Class Requirements to use SFI 16.1 driver restraint systems must be equipped with an accepted quick-release-type driver seat belt. Belts must be securely fastened to the frame, crossmember, or reinforced mounting so that all fittings are in a direct line with the direction of pull. Seat belts may not be wrapped around lower framerails. Steel castings of the type recommended by FAA or U-bolt-type mounts are permitted. If used for installation, flat steel plates must be a minimum of 1/4-inch thickness and have rounded edges to prevent cutting seat belts. Under no circumstances can belts be installed with bolts through webbing. In all cars with fiberglass floors, a crossmember (minimum 2-inch x 2-inch x .083-inch wall thickness square tubing) must be installed between framerails for proper driver's seat-belt installation.

GENERAL REGULATIONS

GENERAL: 11

11:1 ADVERTISING AND OTHER MATERIAL/DISPLAYS

PDRA reserves the right to regulate any advertising or other material that is present on site at any PDRA event including without limitation any material appearing on any participant, on the body or any other visible part of any vehicle or transporter participating in PDRA events including on support vehicles, in any pit area, in any area of the dragstrip from the staging lanes to the end of the dragstrip, and any item or material on site that may constitute a product placement. Participants and vehicles may be excluded from competition and from event facilities if, in PDRA's discretion, any advertising or other material displayed on a person, race or support vehicle, or in a pit area or otherwise is not in the best interests of PDRA and the sport of drag racing, and/or is or may be in conflict with any applicable law. Moreover, PDRA will require compliance with all guidelines and

requirements of any telecaster for events that will be telecast. In addition, PDRA may require certain indicia to be visible on a vehicle as a condition of participation in competition if PDRA determines that such requirement is in the best interests of PDRA and the sport of drag racing.

By way of illustration and without limitation, online gambling is an activity deemed by PDRA to be not in the best interests of PDRA and the sport of drag racing, and an activity that PDRA will not allow to be displayed or advertised on site at any PDRA event or in connection with PDRA in any manner whatsoever. Websites that allow gaming that is entirely free and for fun may be permitted pursuant to further guidelines that may be requested from PDRA. Violation of any part of any such guideline will be treated as violation of the PDRA Rulebook.