



PRO BOOST



Pro Boost

Pro Boost is a Pro Modified category with only boosted applications permitted, meeting the specific rules of the category as listed below. Pro Boost (PB) is contested on a .400 pro tree and is qualified based off of elapsed time, from quickest to slowest. 16-car qualified field, with a professional pairing ladder.

DESIGNATION

PB followed by car number. Number must be at least four inches high. Competition number must be located on both side windows, windshield, and rear window. PDRA mandates the class sponsor decals and PDRA decals on all entries, in all classes. If you choose to apply to our contingency program, those decals are required as well and available at the PDRA registration trailer. The sponsor and PDRA decals must be on the vehicle at the time of technical inspection and will stay on the car for the entirety of the event. Contingency stickers also must be on the vehicle at the time of technical inspection and will be viewed before the final round of eliminations for verification by a PDRA official.

All rules are subject to change at any time given the sole discretion of the PDRA Technical Services Department.

Updated: March 19, 2024

MINIMUM WEIGHT REQUIREMENTS
ALL WEIGHTS INCLUDE DRIVER AT CONCLUSION OF RUN

BB Roots Supercharger (24% Max Overdrive) (No Lock-Up, OEM 2/3-Speed Transmission) – 2,450 lbs.

BB Roots Supercharger (24% Max Overdrive) (No Lock-Up) – 2,500 lbs.

BB Roots Supercharger (24% Max Overdrive) (With Lock-Up) – 2,550 lbs.

SB Roots Supercharger – 2,350 lbs.

BB Centrifugal Supercharger (No Lock-Up) – 2,585 lbs.

BB Centrifugal Supercharger (With Lock-Up) – 2,635 lbs.

SB Centrifugal Supercharger (With Lock-Up) – 2,425 lbs.

Diesel Centrifugal Supercharger – 2,500 lbs.

BB Screw Supercharger (92% Max Overdrive) (No Lock-Up) – 2,610 lbs.

BB Screw Supercharger (92% Max Overdrive) (With Lock-Up) – 2,660 lbs.

SB Screw Supercharger (82% Max Overdrive) (No Lock-Up) – 2,575 lbs.

SB Screw Supercharger (82% Max Overdrive) (With Lock-Up) – 2,625 lbs.

BB Twin Turbocharger (88mm, no lock-up) – 2,565 lbs. (+65)

BB Twin Turbocharger (88mm, with lock-up) – 2,615 lbs. (+65)

~~BB Twin Turbocharger (94mm, no lock-up) – 2,575 lbs.~~

~~BB Twin Turbocharger (94mm, with lock-up) – 2,625 lbs.~~

BB Twin Turbocharger (98mm, no lock-up) – 2,665 lbs. (+15)

BB Twin Turbocharger (98mm, with lock-up) – 2,715 lbs. (+15)

SB Twin Turbocharger (88mm, lock-up permitted) – 2,300 lbs.

SB Twin Turbocharger (94mm, lock-up permitted) – 2,350 lbs.

Diesel Twin Turbocharger (88mm) – 2,500 lbs.

SB Single Turbocharger (131mm, lock-up permitted) – 2,250 lbs.

BB Single Turbocharger (131mm, lock-up permitted) – 2,350 lbs.

4-Cylinder (Any Turbo Size) – 1,975 lbs.

6-Cylinder (Any Turbo Size) – 2,025 lbs.

Weight Additions/Reductions:

- Add 25 lbs. for Transmission with four (4) or more forward gears.

- Add 25 lbs. for Non-Lockup Transmission with Fluid Manipulation.

- Add 50 lbs. for Billet Centrifugal Supercharger.

- **Add 100 lbs. for Stepped Compressor Wheel (Extended Tip) on 88mm Twin Turbochargers only, stepped compressor wheel not allowed on 98mm twin turbocharger combination.**

- Deduct 25 lbs. for Nostalgia Body Style, see body section for clarification.

- Deduct 50 lbs. for F3R-136 Centrifugal Supercharger.

- Weight additions do not apply to any Diesel combinations.

REQUIREMENTS & SPECIFICATIONS
ENGINE: 1

COOLING SYSTEM

Radiator permitted, electrically driven fan and water pump is permitted.

CYLINDER HEADS

Billet heads are permitted. Maximum one spark plug per cylinder. Maximum two valves per cylinder. Modular engine combinations are allowed four valves per cylinder.

ENGINE

Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Maximum engine displacement for all combinations is 599 cubic inches, diesel is limited to 521 cubic inches. Maximum bore center on supercharged or turbocharged big block / Hemi head entries is 4.900 inches and 5.000 inches for Wedge head entries. Maximum bore center for small block combinations is 4.600. For supercharged entries, a positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. See General Regulations 1:2.

ENGINE CONTAINMENT SYSTEM

SFI 7.1 lower engine containment system required. If a flexible 7.1 system is utilized, it must be accompanied by a carbon fiber or aluminum belly pan with a minimum 2-inch vertical lip. Diesel combinations must use engine containment catch pan and fluid absorbing mat in containment catch pan.

ENGINE SETBACK

Maximum of 10-percent of total vehicle wheelbase as measured from the centerline of the forward front spindle to center of front spark plug hole.

EXHAUST

Automotive type system designed specifically for racing required. Exhaust gasses must be directed out of the body towards the rear of vehicle and away from the driver and fuel system. All removable multi-piece exhaust collectors/stacks must be securely fastened with either an NHRA-accepted header tether, a minimum .050-inch (half-inch) stitch weld located on each primary tube or be permanently attached to the vehicle or frame with positive fasteners (i.e., exhaust hangers, support brackets, bolts/nuts, etc.) such that they require tools for removal.

FUEL

PDRA accepted racing gasoline and methanol permitted. The use of nitromethane, nitroparaphins and/or propylene oxide is strictly prohibited. Diesel combinations must use VP Torq DX for fuel.

FUEL SYSTEM

Fuel cell/tank must have pressure cap and be vented to outside of body. Where fuel cells are used, they must meet SFI Spec 28.1. Fuel cells/tanks must be mounted between framerails and enclosed in a round tube frame, minimum 1.25-inch O.D. x .065-inch chromoly tubing. Extra tank(s) prohibited. Artificial cooling or heating systems prohibited. Circulating systems, not part of normal fuel-pump system, prohibited. Water injection permitted on nitrous oxide entries; only water permitted in water injection system.

HARMONIC BALANCER

SFI 18.1 certification required.

INDUCTION

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection permitted, fuel injectors must be placed in either the intake manifold runner or intake manifold plenum. Auxiliary fuel injectors/nozzles/spray bars, etc. are not permitted forward of the throttle blades/body with injection of any substance. This includes modifications to inlet bells, compressor housings, inlet pipes or any injector/nozzle/spray bar, etc. before the leading edge of the compressor inlet. This rule will not be circumvented by remote mounted throttle bodies.

INTAKE MANIFOLD

A PDRA-accepted burst panel is required on all vehicles.

NITROUS OXIDE

Permitted in 4 cyl., 6 cyl. and Diesel combinations only. Strictly prohibited in all other small block and big block combinations.

OIL SYSTEM

All pressurized flexible oil lines must pass a minimum 750psi, 30-second test and be tagged to indicate successful testing.

STARTER

Required. All entries must be self-starting. The use of remote-mounted battery packs permitted for starting purposes only. No push-starts allowed.

SUPERCHARGER

Screw-type superchargers are permitted and must carry a SFI 34.1 certification, limited to 92% maximum overdrive. Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.2.1, including injector restraint straps are mandatory. Cast or billet cases are permitted. Hi-helix or standard helix 14-71 Roots-type supercharger permitted and limited to 24% maximum overdrive. Centrifugal superchargers with inducer wheel measuring a maximum of 140mm are permitted. Billet centrifugal superchargers are permitted with an additional weight penalty. No overdrive restriction. No rear gear restriction. Supercharger restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. 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. Cast or billet cases permitted. Intercoolers, variable multi-speed supercharger devices prohibited. The top opening of the supercharger may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front (both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3.000 inches measuring from the face of the bearing plate to the front of the cavity. Supercharger openings must be fixed from the water box until the conclusion of the run.

THROTTLE

Throttle control must be manually operated by driver's foot. Electronics, pneumatics, or hydraulics is permitted for starting line/staging RPM limiters only.

TURBOCHARGER

Twin turbochargers limited to maximum sizing of 98mm compressor inducer and 152mm compressor exducer. All twin turbochargers are limited to a .250 map groove. Single turbocharger is limited to 131mm unless noted otherwise. All turbocharger sizes will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. All turbochargers must meet SFI Spec 61.1. Air-to-air or water-to-air intercoolers prohibited.

REQUIREMENTS & SPECIFICATIONS**DRIVETRAIN: 2****CLUTCH, FLYWHEEL, FLYWHEEL SHIELD & MOTOR PLATE**

Clutch and flywheel meeting SFI 1.3, 1.4 or 1.5 certification required. SFI 29.1 flex plate required on all torque converter equipped cars (SFI 29.2 recommended). The motor plate must be attached to the chassis using at least two welded mounting points with a minimum 3/8-inch Grade 8 bolts and full nuts. At least two additional welded mounting points (using the motor plate, front block plates, etc.) are required to secure the engine to the chassis also with minimum 3/8-inch Grade 8 bolts and full nuts.

DRIVELINE

Driveshaft meeting SFI Spec 43.1 mandatory. Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of the U-joints. A full 360-degree driveshaft tube mandatory over the yoke, extending from the transmission tail shaft rearward, a minimum length of 12 inches. Minimum thickness of the driveshaft tube housing is .050-inch chromoly or titanium. Two-piece design accepted with minimum 6 3/8-inch Grade 8 bolts. See General Regulations 2:4. The use of "quick pins" in driveline tube or driveshaft loops is strictly prohibited.

FLYWHEEL SHIELD

SFI 6.3 certification required.

TRANSMISSION

Aftermarket planetary, clutch-less, or automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Supercharged and turbocharged entries limited to maximum of 5 forward speeds and reverse. Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lockout. Bolt together torque converters must be through bolt design using a minimum Grade 8 bolt. Transmission brake permitted on all converter-equipped entries, electric transbrake release system only. All entries using a torque converter must utilize a belly pan. Lockup converters are permitted with weight adder on some combinations. Overdrive units are prohibited on all combinations. A

1-to-1 relationship is mandatory in high gear for all transmission types. Automated, electric, or pneumatic shifting devices permitted on all transmission types; must be controlled by preset engine rpm and/or time functions only. Iterative transmission staging device permitted on converter cars. Non-Lockup combinations can only have a single wire direct to the transbrake solenoid. Any dump valves on a non-lockup transmission must be activated through the transbrake solenoid wiring only. Any additional wiring to activate dump valves on a non-lockup transmission will adhere to a weight penalty.

REQUIREMENTS & SPECIFICATIONS

BRAKES & SUSPENSION: 3

BRAKES

Four-wheel brakes with dual master cylinder mounted above the frame rails is required.

REAR END

Automotive type, full-floater rear end required. Titanium wheel studs prohibited. Mark Williams EV4 axle system or Strange STRL-5500SBB accepted.

SUSPENSION

Race car type suspension required. Solid suspension is prohibited. Shock absorbers required on all four wheels.

WHEELIE BARS

Permitted. Wheels must be non-metallic.

REQUIREMENTS & SPECIFICATIONS

FRAME: 4

BALLAST

Permitted. Any ballast mounted on, or in front of, forward crossmember is limited to 30 pounds maximum, including bracket. Maximum length of bracket is 12-inches, measured from the front of the crossmember. Maximum distance from front motor plate to front of weight bracket is 36 inches. Weight bars, pucks, etc., must use minimum .500-inch-diameter SAE Grade 8 bolts for attachment.

CHASSIS

Current SFI 25.1 PDRA/NHRA certification required.

DRIVER

Must be in stock location, on the left side of the vehicle.

FRAME

Chassis must meet SFI Spec 25.1. Chassis must be recertified yearly by the PDRA/NHRA and have a specialized sticker affixed to the roll cage before participation (see General Regulations 4:4, 4:11, 10:6). A panel of .032-inch aluminum, .024-inch steel or carbon fiber must be installed on the inside portion of the roll cage anywhere the driver's legs can come into contact with the roll cage. Panels must be installed in the front and lower portion of the drivers-side X-brace. Panels must attach to the interior side of the

tubing or no further than the middle of the tubing, with “impact-type” padding attached to the panels. Padding must extend to be flush with X-brace. Minimum padding thickness is .025-inch. An additional panel(s) of .032-inch aluminum, .024-inch steel or carbon fiber must be installed in the roll cage roof area. The panel(s) must, at minimum, extend from the driver’s side roof bar to the centerline of the vehicle. The panel(s) in the funny car cage area must be removable for proper chassis certification processes.

GROUND CLEARANCE

A minimum of 3-inches of ground clearance is mandatory from the front of the vehicle to 12-inches behind the centerline of the front axle. A minimum of 2-inches of ground clearance is mandatory for the remainder of vehicle, except oil pan and exhaust headers.

STEERING

SFI 42.1 steering wheel disconnect is mandatory.

WHEELBASE

Minimum wheelbase of 100-inches, maximum wheelbase of 115-inches. The particular body styles of S-10, Ranger, Dakota trucks are maximum of 125-inches. Maximum stagger variation is 2-inches from side-to-side.

REQUIREMENTS & SPECIFICATIONS

TIRES & WHEELS: 5

TIRES

Automotive type tires designed specifically for racing are required. Tires cannot be located outside of the body line. Manufacturer, model, and size information must be clearly designated.

WHEELS

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

REQUIREMENTS & SPECIFICATIONS

INTERIOR: 6

DRIVER COMPARTMENT

Driver compartment interior must be aluminum, steel, or carbon fiber. Magnesium prohibited. Sheet metal may not extend into rear window any higher than wheel tubs. Rear wheel wells must be separate for each tire. Maximum height of rear wheel tubs from ground, 40-inches. Transmission case must be SFI certified or utilize a transmission blanket meeting SFI 4.1. Trunk must be a completely separated from driver compartment with a firewall.

SEAT

Driver’s seat must be minimum 24-inches high. Seat must be foamed with energy-absorbing material and formed to the driver’s body and covered with a minimum one-layer, flame-retardant material. Seat frame must be installed as a permanent part of the chassis.

WINDOW NET

SFI 27.1 window net is mandatory. Mechanism for release must have red label and in visible sight for track officials to use externally.

REQUIREMENTS & SPECIFICATIONS**BODY: 7****BODY**

Funny car or one-piece bodies not allowed even if equipped with doors. Maximum front end overhang of 45-inches as measured from centerline of front spindles. A PDRA/NHRA-accepted extension may be used to reach 45-inches if the front-end overhang of the body is less than 45-inches. All bodies must originate from a production vehicle. No holes permitted in rear of body. Two hinged openings are permitted. All new cars must be accepted by the PDRA Competition Department prior to construction. All vehicles must be professional finished, painted, lettered, numbered, and decaled.

BELLY PAN

Permitted on all cars; mandatory on all entries using a torque converter and all diesel combinations. Pan must extend from frame rail to frame rail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft. Nonflammable, oil-absorbent liner is mandatory inside of belly pan.

DOORS

Required. Doors must be functional and able to be opened from both the inside and outside of the vehicle. Doors may be fabricated from carbon fiber, fiberglass, or metal. A metal deflector between the fenders and the leading edge of the doors is required.

FIREWALL

Magnesium, aluminum, or composite not allowed. All firewalls must be made of steel or titanium of .024-inch minimum thickness.

FLOOR

Replacing stock floors with .024-inch steel or .032-inch aluminum is allowed. Driver's side floor pan must be .024-inch steel and must be welded in place extending from firewall to back of the driver's seat. Carbon fiber or aluminum may be utilized in the passengers' portion of the flooring in the driver's compartment.

HOOD SCOOP

Allowed. One opening only. Must be finished and painted to follow the bodies paint scheme.

NOSTALGIA BODY STYLE

The following body styles may deduct 25 pounds from their minimum weight: 1937-1938 Chevy, 1937-1942 Willys, 1949-1950 Mercury, 1953-1959 Studebaker, 1953-1962 Corvette, 1955-1957 Chevrolet, 1955-1957 Buick, 1968-1972 Chevelle. Full size truck bodies (Silverado, F-Series, Ram, etc.) are also eligible for the body deduction.

PARACHUTES

Dual parachutes required. Separate shroud-line mounting points with 0.500-inch sleeved grade-8 bolts required. Safety pins must be red flagged and must be removed prior to burnout.

WINDSHIELD, WINDOWS

Mandatory. May be replaced with 1/8-inch-thick Lexan, plexiglass, or other shatterproof material. An opening with a 4-inch diameter minimum is required on side windows adjacent to the driver.

WING, SPOILERS

Any style rear wing and/or spoiler is permitted. Adjustment during the run is prohibited.

REQUIREMENTS & SPECIFICATIONS

ELECTRICAL: 8

BATTERY

Maximum of two batteries allowed. All batteries must be securely fastened.

IGNITION

Maximum one magneto or distributor. Maximum one spark plug per cylinder. Electronic starting line RPM limiters (two-steps) are permitted.

MASTER CUT-OFF

Mandatory. An external master electrical shut-off is required, must be clearly labeled, "PUSH OFF."

TAILLIGHT

Functional rear taillight is required. Taillight must be permanently mounted and controlled from the driver's compartment.

REQUIREMENTS & SPECIFICATIONS

SUPPORT GROUP: 9

COMPUTER

Permitted.

DELAY BOXES

Permitted.

DATA RECORDERS

Permitted.

FIRE SUPPRESSION SYSTEM

SFI 17.1 system required. System must contain a minimum of 20-pounds of fluid or gas fire suppression agent. One nozzle required inside driver's compartment must be directed at driver's feet. Two or more nozzles must be directed at front of engine and fuel cell. All fire suppression must be released with a single actuation (i.e., single handle, button, or lever). Fire safety pins must be removed before proceeding to burnout area.

TOW VEHICLES

Permitted. Tow/push bars must be labeled with reflective tape and/or bright color or striping for safety precautions. A valid driver's license is required to operate any type of tow vehicle. All passengers must be seated inside of the vehicle with all doors closed. Riding in open hatchback, trunk or cargo area is not allowed. ATVs are allowed with a maximum of one passenger who must always be seated. Golf carts are allowed with a maximum of four passengers who must always be seated. Posted pit speeds must always be obeyed. If pit speed is not posted, maximum pit speed will be 10 miles per hour.

REQUIREMENTS & SPECIFICATIONS**DRIVER: 10****CREDENTIALS**

NHRA or PDRA competition license is required.

DRIVER RESTRAINT SYSTEM

Driver restraint system meeting SFI Spec 16.1 certification required (7-point system recommended). Restraint system must be updated at two-year intervals from date of manufacture.

HEAD AND NECK RESTRAINT

SFI 38.1 required. An aluminum skid plate located above driver's head is recommended.

HELMET

For all cars, a full-face Snell SA2015, or SA2020 helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI Spec 38.1 is mandatory.

PROTECTIVE CLOTHING

A driver's suit meeting SFI 3.2A/20, gloves meeting SFI 3.3A/20, shoes meeting SFI 3.3/20 and a head sock meeting SFI 3.3 mandatory. A head sock is not required when a helmet manufactured with a skirt meeting SFI 3.3 is used.

RF SHUTDOWN RECEIVER

Properly functioning Electrimotion shut-off device (Part # SB001 and RF001) recommended. PDRA will utilize Electrimotion safety shut-off device at all PDRA national events.

ROLL BAR PADDING

SFI 45.1 required.