



PRO STREET



Pro Street

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

DESIGNATION

PS 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: January 19, 2023

MINIMUM WEIGHT REQUIREMENTS
ALL WEIGHTS INCLUDE DRIVER AT CONCLUSION OF RUN

Naturally Aspirated, Small Block – No Minimum
 Naturally Aspirated, Big Block – No Minimum

Nitrous, Small Block (Stock Bore Spacing) – No Minimum
 Nitrous, Small Block (Non-Stock Bore Spacing) – 2,150 lbs.
 Nitrous, Big Block (4.84/4.90 Bore Spacing) – 2,150 lbs.
 Nitrous, Big Block (5.0 Bore Spacing) – 2,250 lbs.
 Nitrous, Big Block (5.2 Bore Spacing) – 2,450 lbs.
 Nitrous, Big Block (5.3 Bore Spacing, Max 960 CID) – 2,525 lbs.

Single Turbocharger, Small Block – 2,500 lbs.
 Single Turbocharger, Big Block – 2,700 lbs.
 Twin Turbocharger (88mm & Smaller), Small Block – 2,550 lbs.
 Twin Turbocharger (91-94mm), Small Block – 2,650 lbs.
 Twin Turbocharger (88mm & Smaller), Big Block – 2,925 lbs.
 Twin Turbocharger (91-94mm), Big Block – 3,000 lbs.

Centrifugal, Small Block – 2,500 lbs.
 Centrifugal, Big Block – **2,875 lbs. (+25)**
 Centrifugal, HEMI – **2,975 lbs. (+25)**

Supercharger, Roots, Small Block – 2,500 lbs.
 Supercharger, Roots, Big Block – 2,700 lbs.
 Supercharger, Screw, Small Block – 2,800 lbs.
 Supercharger, D Screw, Big Block (540 CID) (125% Overdrive) – 2,850 lbs.
Supercharger, C Screw, Big Block (540 CID) (92% Overdrive) – 2,925 lbs.
 Supercharger, C Screw, Big Block (540 CID) (122% Overdrive) – 3,000 lbs.

Inline 4 & 6 Cylinder (350 CID and Smaller) – No Minimum
 Inline 4 & 6 Cylinder (351-499 CID) – Small Block Weight for Combination
 Inline 4 & 6 Cylinder (500-670 CID) – Big Block Weight for Combination

Weight Additions/Reductions

- | | |
|-----------------------|---|
| Add 25 lbs. | Round Tube Frame Rails from Firewall Forward |
| Add 25 lbs. | Transmission with Four (4) or More Forward Gears |
| Add 50 lbs. | OEM Dimension Full Composite Body |
| Add 75 lbs. | Any boosted engine utilizing a small block, non-stock bore space combination. |
| Add 75 lbs. | Any boosted engine utilizing a big block with bore spacing larger than 5.0. |
| Deduct 25 lbs. | Nostalgia Body Style, see body section for clarification. |
| Deduct 50 lbs. | Cast Cylinder Heads -OR- Cast Engine Block |
| Deduct 50 lbs. | Nitrous, Big Block (5.3 Bore Spacing) with 911 CID or Less |
| Deduct 75 lbs. | Any boosted combination with conventional (non-HEMI, non-481X) cylinder heads. |
| Deduct 75 lbs. | Boosted combination using racing gasoline as fuel of choice. |
| Deduct 100 lbs. | Non-Lock-Up Transmission/Torque Converter |
| Deduct 150 lbs. | Centrifugal or Turbocharged Big Block, less than 550 CID and utilizing a stock bore space block, applies to 481X. HEMI not eligible for deduct. |

Deduct 50 lbs.
Deduct 75 lbs.

Bias Ply 31" Tire as tire of choice.
Bias Ply 29" Tire as tire of choice.

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 engines combinations are allowed four valves per cylinder.

CYLINDER BORE SPACING

Bore spacing is set at maximum of 5.300-inches for nitrous oxide engines. Bore spacing is set at maximum of 5.000-inches for all supercharged applications. Bore spacing is set at maximum of 5.300-inches for turbocharged applications. Small Block combinations must retain 4.600 bore spacing.

ENGINE

The cubic inch limit for any naturally aspirated or power adder combination is 960 cubic inches. Maximum Small Block bore spacing limited to 4.600 bore spacing on all entries **and a 540 cubic inch maximum**. AMC/Pontiac combination is accepted as OEM bore space and deck height as small block combination. Nitrous entries are limited to maximum bore spacing of 5.300. Maximum Big Block bore spacing on Supercharged is 5.000 inches. Maximum Big Block bore spacing on Turbocharged is 5.300 inches and limited to 670 cubic inches. Screw supercharged combinations are limited to a maximum of 540 cubic inches.

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.

EXHAUST

Automotive type system designed specifically for racing required, zoomie-and/or bullhorn- style headers are permitted on all combinations. Exhaust gasses must be directed out of the body towards the rear of vehicle and away from the driver, fuel system and timing or staging beams. 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

Racing Gasoline and methanol allowed, M5 prohibited. The use of nitromethane and/or propylene oxide is strictly prohibited. The use of fuel additives is PROHIBITED.

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 frameroils 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. Boosted combinations are prohibited to use any type of additional injection system, **forward of the throttle body or throttle blades**, for the aid of cooling air inlet temperatures.

HARMONIC BALANCER

SFI 18.1 certification required.

INDUCTION

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection permitted.

INTAKE MANIFOLD

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

INTERCOOLER

Any intercooler is permitted on gasoline combinations only. Must be securely mounted to chassis or mounts with preferred hardware. Water box must be contained in a safe environment with a locking or screw-on top to enclose water/ice during the run. Intercooler combined with a methanol fueled combination is prohibited. **Inline 4- & 6-Cylinder combinations permitted intercooler with methanol as fuel.**

NITROUS OXIDE

Permitted, any type of multi-stage nitrous system with no restrictions. Dual power adders are strictly prohibited across all combinations. All forms of power adders must be commercially available to the general public for purchase and use.

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

Permitted, 14-71 Roots superchargers and screw 'C' and 'D' rotor superchargers only. No Whipple superchargers. 122% overdrive restriction on 'C' rotor screw superchargers. 125% overdrive restriction on 'D' rotor screw superchargers. No rear gear restriction. Centrifugal superchargers are permitted with a compressor inducer diameter of 5.47-inches/138.9mm and a compressor exducer diameter of 7.22-inches/183.39mm. Dual power adders are strictly prohibited across all combinations. All forms of power adders must be commercially available to the general public for purchase and use.

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

Permitted, single turbocharger combinations are limited to a maximum **134mm** unit. Twin turbocharger combinations are limited to a maximum of two (2) 94mm units. 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. Turbochargers will be verified by measuring the housing bore at the leading edge of the impeller wheel and must retain the contour of the compressor housing, stepped or clipped compressor wheels are prohibited. Inserts or reducers to achieve inlet or outlet dimensions are prohibited. Any inconsistent modifications to compressor or turbine wheel, blades, hubs, cover or housing beyond accepted commercially available manufacturing process is **PROHIBITED**. Dual power adders are strictly prohibited across all combinations. All forms of power adders must be commercially available to the general public for purchase and use.

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

A full 360-degree driveshaft tube is required over yoke, extended a minimum of 12-inches required from transmission tail shaft. Minimum thickness of tube housing is .050-inches chrome moly or titanium. Two-piece units accepted with a minimum of six (6) 3/8-inches Grade 8 bolts. SFI 43.1 driveshaft required.

FLYWHEEL SHIELD

SFI 6.3 certification required.

TRANSMISSION

Any transmission permitted. Lock-Up transmission/converter setups are permitted. All transmissions must be covered by a one-piece SFI 4.1 restraint.

REQUIREMENTS & SPECIFICATIONS**BRAKES & SUSPENSION: 3**

BRAKES

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

REAR END

Automotive type rear end required. Titanium wheel studs prohibited.

SUSPENSION

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

WHEELIE BARS

Permitted.

REQUIREMENTS & SPECIFICATIONS**FRAME: 4****BALLAST**

Permitted. 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. No liquid or loose ballast permitted (water, sandbags, rock, shot bags, metal weights, etc.). Removable weight must be securely mounted to the frame or frame structure by a minimum of two ½-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 a minimum two ½-inch diameter SAE Grade 8 bolts for attachment per 100 pounds.

CHASSIS

SFI certification required, can be NHRA or PDRA.

DRIVER

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

FRAME

Door cars only, no altereds or roadsters. Back-half style cars are permitted. Factory front frame rails must be fully intact from the firewall to 4" forward of the front spindle. Minor notching of the front frame is allowed for clearance and safety reasonings. Any round tube frame rails from the firewall forward will adhere to a weight penalty. Aftermarket front k-members are permitted, must bolt in the factory location. Factory equipped "bolt-in" subframe cars are permitted an aftermarket bolt-on front end (Ex. Smith Racecraft) for '62-'74 Nova and '67-81 Camaro/Firebird, must bolt-in. Factory wheelbase for year/make/model must be maintained, (+/- 2 inches).

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

Factory wheelbase for year/make/model must be maintained, plus or minus two (2) inches.

REQUIREMENTS & SPECIFICATIONS

TIRES & WHEELS: 5

TIRES

Maximum tire size is 33x10.5W bias ply slick. 31x10.5W and 29x10.5W bias ply slick also permitted with a weight reduction, as seen above. Any radial tire option is prohibited, bias ply tires only.

WHEELS

Wheels meeting SFI Spec 15.1 or 15.3 with bead locks mandatory. 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. 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.

REQUIREMENTS & SPECIFICATIONS

BODY: 7

BODY

The car must retain its original appearance and profiles. Full aftermarket composite is permitted, but must retain factory appearance, profiles, and dimensions. Pro Mod and Pro Stock bodies are not permitted. Factory dimension quarter panels must be used with front to rear door opening in factory dimension. Fiberglass/carbon fiber body parts are limited to hood, fenders, doors, deck lid, roof skin and bumpers unless car is composite from factory. Maximum front overhang of 45" as measured from the centerline of the front spindle. Must retain factory body lines with removable composite components as in hood, front bumper, front fenders, doors, and deck lid. Any beam tripping device forward of the bumper may be a maximum of six-inches in length and must retain the 45" maximum front overhang measurement from center of spindle. A hood must be

used; scoop or hood must cover entire induction system. Exceptions are throttle bodies or carburetors on naturally aspirated and nitrous oxide assisted engines, along with, intake manifold/throttle bodies on boosted applications. Those may protrude through the hood for clearance, if needed. Carburetors are required to be covered at all times. Forward facing hood scoops/inlets are permitted. 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. Pan must extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft. Nonflammable, oil-absorbent liner is permitted 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

Firewall must be within two (2) inches of stock location. Engine must remain in front of firewall. Firewall cannot be modified for engine placement. Firewall will be measured from front spindles to any point from cowl to bottom of firewall and from outside of factory frame rail to outside of factory frame rail. Modifications (i.e., sloping, slanting, etc.) outside of the factory frame rails permitted. Any vehicle not in conformance will not be allowed to compete.

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

Single or dual parachutes required. Separate shroud-line mounting points with 0.500-inch sleeved grade-8 bolts required.

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

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.

DATA, ELECTRONICS ACQUISITION

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).

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

Full-face helmet meeting Snell SA2015 or SA2020 mandatory; shield is mandatory (goggles are prohibited). Shield must be in the down position once pre-staged. Use of open face helmet is prohibited. Eject Helmet Removal System (Part # SDR 890-01-30) or equivalent is recommended.

PROTECTIVE CLOTHING

A driver's suit meeting SFI 3.2A/15, gloves meeting SFI 3.3A/10, shoes meeting SFI 3.3/10 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. If methanol is the fuel of choice, SFI 3.2A/20 suit, gloves and shoes are recommended.

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.