



TOP DRAGSTER



Top Dragster

Top Dragster is for dragster and open-bodied altered-type vehicles only. Alters must have open front wheels. Full-fender and/or running-board-equipped street roadsters or Funny Car bodies are prohibited. Qualified fields with competition conducted in a dial-in elapsed time format. Minimum 3.65-second dial-in; maximum 4.99-second dial-in. Minimum 3.65-second qualifying elapsed time, any qualifying run quicker than 3.65 will be disallowed. PDRA contests two classes of Top Dragster, two different purses, championships, points standings and more. All cars qualify together with the top sixteen qualifiers going into the semi-pro Elite 16 category, no alternates in Elite 16. Both Elite and Regular classes must dial within a tenth of the qualified bump spot in each respective category. Top Dragster will run on a sportsman ladder. Driver must designate at the first event rather he/she attends as to which class they wish to gather points in – Elite or Regular.

DESIGNATION

TD followed by car number. Number must be at least four inches high. 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. No minimum weight requirements.

There must be a total of 24 cars to have an Elite 16 and 8-Car Regular.
There must be a total of 29 cars to have an Elite 16 and 16-Car Regular.
There must be a total of 42 cars to have an Elite 16 and 32-Car Regular.
There must be a total of 58 cars to have an Elite 16 and 48-Car Regular.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Any internal combustion engine allowed with any modification. Only one engine may be used. No cubic-inch limit. Harmonic balancer meeting SFI Spec 18.1 mandatory. Dual power adders are strictly prohibited.

EXHAUST SYSTEM

Competition exhaust system is permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel tank. If zoomies are utilized, must be turned upward minimum of 3 degrees. All removable multi-piece exhaust collectors/stacks must be securely fastened with either an PDRA/NHRA-accepted header tether, a minimum ½-inch (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, etc.) that require tools for removal.

FUEL

Racing gasoline, gasoline, alcohol, gasohol, ethanol and diesel fuels are permitted. Nitromethane and propylene oxide are prohibited.

FUEL SYSTEM

Fuel lines must be isolated from the driver compartment with a subfloor or with steel-braided lines where the engine is located in the rear and the fuel tank is in front of the driver. No part of the fuel system may be mounted on firewall or in flywheel/flexplate area. All entries must have sufficient tank capacity to make full runs; adding of fuel after the engine has started is prohibited. All fuel tanks must be equipped with a positive locking screw-on cap and vented to outside of the body.

INDUCTION

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection is permitted. Two return springs are mandatory. Throttle stops are prohibited.

LIQUID OVERFLOW

Catch can mandatory for coolant overflow; one-pint (16-ounce) minimum capacity.

OIL LINES

All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must pass a minimum 300psi test for 30 seconds with no indications of separation, weeping, leaking, etc. Competitors may test and tag their own lines. Label must indicate date, psi and tester ID; label must be impervious to fuel and brake clean. Lines must be tested and tagged within two years. All lines on supercharged alcohol cars must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear or side of the cylinder heads.

OIL RETENTION DEVICE

All cars must utilize an NHRA-accepted lower engine oil-retention device; may use a belly pan in lieu of a device attached to the engine. Pan must run from in front of the front motor plate to in front of the rear motor plate and from framerail to framerail. All belly pans must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil-absorbent liner is mandatory inside retention device.

SUPERCHARGER

Roots-type, high-helix roots-type, centrifugal or screw-type supercharger is permitted. Screw-type supercharger must meet SFI Spec 34.1 and be reinspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory on all screw-type superchargers. Front-engine cars must use an SFI Spec 14.2 or 14.3 supercharger restraint. Rear-engine cars must have SFI Spec 14.1, 14.2 or 14.3 supercharger restraint. Supercharger restraint straps must be covered with a fire-resistant material. 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. All supercharged dragsters must utilize a torque converter assisted transmission.

TURBOCHARGER

The use of single, dual, or quad 70mm maximum turbochargers are permitted.

THROTTLE STOP

The use of throttle stops, stutter boxes, etc. to control down track engine RPM is prohibited. Throttle stops are defined as being mechanical, electronic or pneumatic. Throttle stop may be present on vehicle but must be disconnected from all controls.

STARTER

All entries must be self-starting with an onboard starter and battery.

VALVE COVERS

Cast or fabricated metal valve covers, using all attachment bolt holes, mandatory on supercharged or turbocharged entries.

VENT TUBE/BREATHERS

Mandatory for all supercharged engines. Two 1-inch-diameter connections. All breathers must be positive locking.

REQUIREMENTS & SPECIFICATIONS

DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, 1.4, or 1.5 is mandatory. Flywheel shield meeting SFI 6.1, 6.2, or 6.3 mandatory on clutch-equipped cars. Engine combination determines the appropriate specifications. See the appropriate SFI Specification or PDRA General Regulations for the motor plate and bolting requirements.

DRIVELINE

TOP DRAGSTER

Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of u-joints. Driveshaft must be covered by 360-degree tube, covering the front u-joint and extending rearward a minimum of 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts, welded, or ¼-inch push/pull pins.

FLEXPLATE

Automatic transmission flexplate meeting SFI Spec 29.1 is mandatory.

FLEXPLATE SHIELD

Flexplate shield or case meeting SFI Spec 30.1 is mandatory. An SFI 6.1 bellhousing is permitted on torque converter assisted planetary transmissions.

REAR END

Aftermarket axles and axle-retention devices are mandatory. Welded spider gears are prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension is prohibited.

TRANSMISSION

Clutchless transmissions are limited to five forward gears; aftermarket planetary limited to three forward gears.

TRANSMISSION SHIELD

A one-piece transmission shield or case meeting SFI Spec 4.1 is mandatory on all automatic and planetary transmissions.

REQUIREMENTS & SPECIFICATIONS

BRAKES & SUSPENSION: 3

BRAKES

Minimum of two rear-wheel hydraulic brakes required. Hand brake, if used, must be located inside the car's body or driver's compartment. Steel brake lines are mandatory. All brake lines passing the engine on any rear-engine car must be shielded; recommended on all cars.

PINION SUPPORT

Mandatory that all entries have a rear axle and/or pinion housing anti-rotation device of a rigid design attached directly from the frame or suitable crossmember to either the rear axle housing or pinion housing in a manner to prevent rotation in either direction for unsuspended rear ends.

STEERING

A device must be used to prevent steering shaft from injuring driver in case of frontal impact. Shaft must attach to steering box via a positive locking device (i.e., no rolled/pressed pins).

SUSPENSION

Any automotive type suspension permitted. Rigid-mounted rear axles permitted. Rigid-mount front axles permitted if wheelbase is 120 inches or more. A device must be utilized that will protect the oil pan from coming in contact with the racing surface in case of excessive frame flex and/or tire

TOP DRAGSTER

or wheel failure. Any front suspension using a beam or tubular axle must have the radius rods attached to the frame. Radius rods not required on front axles that are rigidly mounted 18 inches or less from the kingpin.

WHEELIE BARS

Permitted. Wheels must be non-metallic.

REQUIREMENTS & SPECIFICATIONS

FRAME: 4

BALLAST

Permitted, 250 pounds maximum. 100 pounds maximum removable.

CHASSIS

Must have PDRA or NHRA serialized sticker affixed to frame for applicable E.T. before participation. Rear-engine dragster must conform to SFI Spec 2.1, 2.3, 2.5 or 2.7. Front-engine dragster must conform to SFI Spec 2.2, 2.4 or 2.6. Alters must conform to SFI Spec 10.1E, 10.2 or 10.3. All side-steer alters must meet the requirements of SFI 10.4 for application E.T. prior to competition.

DEFLECTOR PLATE

Mandatory on rear-engine cars. Must be installed between roll cage and engine on all rear-engine cars to protect driver. Minimum material thickness: .125-inch aluminum or .060-inch steel.

GROUND CLEARANCE

Minimum 3 inches required from the front of the car to 12 inches behind axle centerline, 2 inches for remainder of car except for oil pan and exhaust system.

PARACHUTE

Required. Cars running in excess of 200mph must use dual parachutes.

ROLL-CAGE PADDING

Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.

WHEELBASE

Maximum wheelbase variation from left to right is 2 inches.

REQUIREMENTS & SPECIFICATIONS

TIRES & WHEELS: 5

TIRES

Must be automotive type, designed for racing. Minimum diameter of 13 inches on front tires. No radial tires are allowed.

WHEELS

Automotive-type wire wheels permitted on dragster front axle only, providing total car weight does not exceed 1,800 pounds, excluding driver. Front-wheel fairings are prohibited. SFI Spec 15.1 rear wheels with

TOP DRAGSTER

beadlocks or liners mandatory on any vehicle that runs 4.10 and quicker or 170 mph and faster.

REQUIREMENTS & SPECIFICATIONS

INTERIOR: 6

UPHOLSTERY

Optional. For all front-engine open-bodied vehicles, supercharged or turbocharged (gasoline- or methanol-burning), a flame-retardant-material-covered seat is mandatory.

REQUIREMENTS & SPECIFICATIONS

BODY: 7

BODY

Body and cowl may be constructed of metal, fiberglass or carbon fiber and must extend forward to firewall. Altered entries must use a reproduction pre-1949 roadster or pre-1949 open (front) wheeled PDRA/NHRA-accepted body (i.e., 1936-1948 Fiat, Volkswagen, etc., with roof exit). Driver compartment, frame structure, roll bars and body must be designed to prevent driver's body or limbs from contact with wheels, tires, exhaust system or track surface. If driver's body is in contact with belly pan, a crossmember and subfloor are mandatory. Front overhang maximum 30 inches from forwardmost center point of spindle.

SPOILERS/WINGS

A positive-locking device must be used to prevent accidental movements. Side-mounted canard-type units are permitted. No part of canards/wings may be within 6 inches of rear tire. A rear wing is mandatory on all cars that exceed 160mph. Spill plates must be flat/straight and parallel. Leading edge of wing may be no more than 10 inches forward of the centerline of the rear axle. Wing may not be configured or installed so as to generate negative downforce or lift. Any adjustment or movement during run is prohibited.

REQUIREMENTS & SPECIFICATIONS

ELECTRICAL: 8

BATTERIES

All batteries must be securely mounted.

DELAY BOX/DEVICE

Permitted. Pneumatic starting-line enhancers are permitted for all applications. Delay device may serve only to create a preset delay between release of transbrake, line-loc, etc. button and resultant action of vehicle. All wiring associated with the delay device, throttle stop, ignition system, automatic shifter and electronic fuel injection must be fully visible, labeled and traceable. Delay devices and components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. The use of any visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited. Discovery of a prohibited device at any time following pre-event technical inspection will be grounds for

immediate disqualification from the event, loss of PDRA Racing points and a possible suspension from the PDRA Racing series.

IGNITION

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or “high-side” rev limiters permitted. Two-steps, rev limiters, or any other RPM-limiting devices, legal unto themselves but altered or installed so as to function as a down-track RPM controller, prohibited. All wiring associated with the ignition system must be fully visible, labeled and traceable.

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 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 of the driver’s 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 7530-T, MSD 7531) is prohibited in PDRA competition.

MASTER CUT-OFF

An external master electrical cut-off switch is required. If the switch is the “push/pull” type, “push” must be the action for shutting off the electrical system, “pull” to turn it on. The off position must be clearly indicated on all cars.

TAILLIGHTS

One functional taillight is mandatory. Flashing, blinking or strobe lights are prohibited.

REQUIREMENTS & SPECIFICATIONS

SUPPORT GROUP: 9

DATA RECORDER

Permitted. Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. Data recorder may not be activated by the throttle, clutch, brake, etc. Must be activated by a separate switch or with RPM control. Data may be reviewed (printout, replace, etc.) only after the run.

FIRE EXTINGUISHER SYSTEM

Minimum 5-pound PDRA/NHRA-accepted system mandatory on all rear-engine cars WITH an enclosed cockpit. Minimum 20-pound PDRA/NHRA-accepted system mandatory on all front-engine open-bodied vehicles with supercharger or turbocharger(s). System must be divided with a minimum one nozzle directed into the driver compartment and minimum one nozzle directed into the engine compartment.

TOW VEHICLES

Permitted. Tow/push bars must be labeled with reflective tape and/or bright color or striping for safety precautions.

REQUIREMENTS & SPECIFICATIONS

DRIVER: 10

CREDENTIALS

NHRA/PDRA competition license is required.

DRIVER

Any car with no crossmember above the driver's legs must have a strap or device to prevent legs from projected outside chassis.

DRIVER RESTRAINT SYSTEM

Driver restraint system meeting SFI Spec 16.1 or 16.5 is mandatory. All belts used in open-bodied front-engine supercharged methanol-burning vehicles must be covered with a fire-resistant covering. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET

For all open-bodied naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2015, SA2015 or SA2020 is mandatory; shield is mandatory (goggles are prohibited). For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2015 helmet and shield is mandatory (goggles are prohibited).

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI 38.1 mandatory on all entries running quicker than 4.29 and must display a valid SFI label. Entries running slower than 4.29 must run an SFI-approved neck collar and/or SFI-approved head and neck restraint. 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 an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions and must be configured, maintained and used in accordance with the manufacturer's instructions. Modification of the device is prohibited. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

PROTECTIVE CLOTHING

All Elite Top Dragster entries are mandated to be equipped with a jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5 and boots/shoes meeting SFI Spec 3.3/5. If entry is equipped with nitrous oxide, must wear jacket and pants or suit meeting SFI Spec 3.2A/15. Naturally aspirated entries running slower than 4.29 can be equipped with a 3.2A/5 driving suit. For front-engine open-bodied vehicles with supercharger or turbocharger(s): jacket and pants or suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/15, and boots/shoes meeting SFI Spec 3.3/15 are mandatory.