



## TOP SPORTSMAN



### Top Sportsman

Top Sportsman is for full-bodied, side-steer-type vehicles only. Qualified fields with competition conducted in a dial-in elapsed time format. Minimum 3.70-second dial-in; maximum 5.29-second dial-in. Minimum 3.65-second qualifying elapsed time, any qualifying run quicker than 3.65 will be disallowed. PDRA will contest two classes of Top Sportsman, 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. Both Elite and Regular classes must dial within a tenth of the qualified bump spot in each respective category. No alternates will be utilized in Elite 16. Top Sportsman will run on a sportsman ladder. Driver must designate at the first event, he/she attends, which class they wish to gather points in – Elite or Regular.

#### DESIGNATION

TS 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.

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## **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**

No part of the fuel system may be mounted on firewall or in flywheel/flexplate area. If fuel tank/cell is mounted in rear, it must be vented to the outside of the body and equipped with a flash shield to isolate system from the driver compartment. All front-mounted fuel systems must be mounted between framersails and enclosed in a round tube frame, minimum 1-1/4 inches O.D. x .065 chromoly or .118 mild steel tubing.

#### **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. OEM-type screw supercharger permitted; all others prohibited. OEM-type screw superchargers do not require a supercharger restraint. "OEM-type" in this case means that it must have originally come with the production engine being used. All cars using 12-71 or 14-71 superchargers must have an SFI 14.2 or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require an SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Belt guards shielding both fuel and oil lines are 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. Aluminum studs (supercharger-to-manifold) are mandatory.

### **TURBOCHARGER**

The use of single or dual turbochargers is 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. Must use two 1-inch-diameter connections for venting purposes. All breathers must be positive locking.

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## **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 NHRA General Regulations for the motor plate and bolting requirements.

#### **DRIVELINE**

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**

Any transmission may be used; however, vehicle must employ positive system to disengage from final drive. All automatic transmissions must have an operational neutral safety start switch and reverse lockout device. All pressurized units must utilize flexible hoses pressure tested to 300psi and be clearly labeled as passing the testing process or steel lines and AN fitting to connect with accessory coolers. A minimum 1/8-inch pipe connection using high-pressure line vent to overflow tank (minimum 1-pint capacity) is mandatory.

### **TRANSMISSION SHIELD**

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

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## **REQUIREMENTS & SPECIFICATIONS**

### **BRAKES & SUSPENSION: 3**

#### **BRAKES**

Four-wheel brakes are mandatory with dual master cylinder mounted above framerails on all entries. Steel brake lines are mandatory.

#### **STEERING**

If removable steering wheel is used, commercially available quick-disconnect steering wheel adapter meeting SFI Spec 42.1 is mandatory.

#### **WHEELIE BARS**

Permitted. Wheels must be non-metallic.

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## **REQUIREMENTS & SPECIFICATIONS**

### **FRAME: 4**

#### **BALLAST**

Permitted, 250 pounds maximum. 100 pounds maximum removable.

### CHASSIS

All cars must use a full frame that meets SFI Spec 25.1, 25.2 or 25.3 that run 4.499 and quicker. Cars running 4.50 and slower must meet application SFI Specification (25.1, 25.2, 25.3, 25.4 or 25.5) for body/chassis design. Must have current PDRA or NHRA serialized sticker affixed to the cage before participation.

### ROLL-CAGE PADDING

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

### 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.

### WHEELBASE

Minimum 90 inches. Maximum wheelbase variation from left to right: 2 inches.

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## REQUIREMENTS & SPECIFICATIONS

### TIRES & WHEELS: 5

#### TIRES

Must be automotive type, designed for racing. No radial tires are allowed.

#### WHEELS

Each car in competition must be equipped with automotive-type wheels, designed for racing. SFI Spec 15.1 rear wheels with beadlocks or liners mandatory on any vehicle that runs 4.10 and quicker or 170 mph and faster.

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## REQUIREMENTS & SPECIFICATIONS

### INTERIOR: 6

#### UPHOLSTERY

Optional. Pour in seat recommended for Elite competitors.

#### WINDOW NET

Window net meeting SFI Spec 27.1 is mandatory.

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## REQUIREMENTS & SPECIFICATIONS

### BODY: 7

#### BODY

Must be full-bodied vehicle (trucks, vans, wagons permitted) with two functional doors. Front overhang limited to 45 inches from center of front spindle unless stock OEM is longer.

### **FIREWALL**

Required. Each car in competition must be equipped with minimum .024-inch steel or .032-inch aluminum firewall.

### **FLOOR**

Minimum .024-inch steel welded in on driver's side from firewall to rear crossmember. Remainder .032 aluminum, .024-inch steel or PDRA/NHRA-accepted carbon fiber.

### **HOOD SCOOP**

Permitted. Maximum height of 15 inches. Measured from flat portion of hood to top of opening.

### **WINDSHIELD/WINDOWS**

Required. The side windows on all entries that utilize nitrous oxide or are supercharged/turbocharged must have a minimum 4-inch-diameter opening adjacent to the driver.

### **SPOILERS/WINGS**

Non-OEM airfoils or wings permitted; must be permanently attached to frame or roll cage; nonadjustable during run, a positive locking device to prevent movement is mandatory.

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## **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.

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## **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**

Mandatory on all cars. Minimum 5-pound NHRA/PDRA-accepted system. Supercharged methanol-burning cars, minimum 20-pound NHRA/PDRA-accepted system. System must be divided with a minimum of 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.

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## **REQUIREMENTS & SPECIFICATIONS**

### **DRIVER: 10**

### **CREDENTIALS**

NHRA/PDRA competition license is required.

### **DRIVER RESTRAINT SYSTEM**

Driver restraint system meeting SFI Spec 16.1 or 16.5 is mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

### HELMET

Full-face helmet meeting Snell SA2015 or SA2020 mandatory; 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 Sportsman 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.