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# 2010 Official Rule Book

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# Pro Racing Association

## Pro Mod Class Rules

### 1.0 PRO MOD Heads Up class with .400 Pro Tree

**1.1 Naturally Aspirated:** Lbs/C.I. (7.32) Minimum weight 1400 Lbs. No maximum engine displacement. Carburetors, Mech. Fuel Injection and Electronic Fuel Injection allowed. Two plugs per cylinder allowed. Gas or Methanol allowed. Oxygen bearing fuel additives or Nitro prohibited (See Fuel Additives section 1.22)

**1.2 Nitrous NA:** Lbs/C.I. (9.04) Minimum weight 1500 lbs. No maximum engine displacement. Carburetors, Mech. Fuel Injection and Electronic Fuel Injection allowed. Single or Multi-Stage Nitrous units allowed. Electronic nitrous controllers allowed. Gas or Methanol allowed. Oxygen bearing fuel additives or Nitro prohibited (See Fuel Additives section 1.22).

**1.3 Forced Induction:** (turbocharger or blower): Lbs/C.I. Minimum weight 1500 lbs. No maximum engine displacement. Oxygen bearing fuel additives or Nitro prohibited (See Fuel Additives section 1.22). Fuel system may consist of carburetor/s, mechanical injection, or electronic fuel injection.

Gasoline (10.00) Lbs/C.I

Gasoline with intercooler/s (13.00) Lbs/C.I

Gasoline and nitrous oxide (13.70) Lbs/C.I

Methanol, Ethanol, or E85 (13.00) Lbs/C.I

Methanol, Ethanol, or E85 with intercooler/s (13.00) Lbs/C.I

Methanol, Ethanol, or E85 and nitrous oxide (14.00) lbs. Lbs/C.I

**1.4 Body Styles:** Any European bodied cars may be used. Convertibles, Hardtops, or Roadsters allowed. Bodies made of Metal, Fiberglass, or Carbon Fiber allowed. Minimum class roof height for Hardtops is 46". Roof removal for the purpose of creating a convertible is prohibited. Any chop amount or type allowed but must meet min roof height of 46". Convertibles cannot chop the front window or change window angle and the class min height for convertibles is 42". Convertibles must have OEM style frame and must retain OEM windshield location and size.

Stock drip rails may be removed. Body may be channeled over frame. Body may not be sectioned. Body may not be lightened by drilling holes Minimum height of door measured from bottom to window crease is 24". Body may not be otherwise altered in height, width, length, or contour.

Car must be full fendered, with front hood and rear engine cover. Running boards not required. Fiberglass or carbon fiber may be used for fenders, hood, aprons and doors as long as stock appearance is retained, however rear fenders may be widened to accept larger tires. Maximum dimension to outside of rear fenders is 68", minimum is 58". Rear fenders may be raised on body for tire clearance but must be mounted at least 2" below quarter window measured 25" back from the door opening. One-piece fiberglass front ends are acceptable.

Fenders must be securely mounted to body. Inner edges may be cut for clearance. Engine Cover may be fabricated to clear carburetors or turbo. Engine Cover is required. Front fenders may be raised for tire clearance but must not be mounted above the front hood, measured at the centerline of the front tire opening. Maximum dimension to the outside of front fenders is 66" measured to the outside of the fenders. Minimum is 58". The leading edge of the front end may be squared off and an aero lip added for stability. Maximum measurement from front of door to nose is 5" more than stock. See PRA General Rules. Drooped front ends prohibited. Ground clearance must remain at 3". Both doors must be fully operative (open cockpit bodied cars not required) and can be opened from both the inside and outside. Super Beetle bodies may be mounted with standard Type I front end. All cars must be a finished product and can compete at only two races in primer. Cars must be complete during qualifying and eliminations, i.e. deck lids, aprons etc.

**1.5 Wings:** Dragster style wings are not allowed in Pro Mod. A spoiler of single plane design is permitted. It must be mounted below the center line of the rear window on all body styles and not more than 48" wide. Maximum height of Spill Plates to be no more than 6" from it's mounting point. Maximum gap between body and spoiler 1".

**1.6 Windows:** All glass can be replaced with 1/8th" Polycarbonate material, such as Lexan MR 4000. Windows may be flush mounted to the body openings. Windows need not be operative, but must be closed during competition. Class designation on rear quarter windows in 3" letters and permanent number in 6" numbers.

**1.7 Frame:** Any type frame permitted providing it meets the safety requirements. Must have automotive type front and rear suspension commonly used by an automobile manufacturer. Must have one hydraulic shock absorber for each spring wheel. Must have NHRA chassis certification.

**1.8 Engine:** One four cylinder opposed pushrod type, 2 valves per cylinder, of VW configuration. Any engine case accepted. One spark plug per cylinder.

**1.9 Turbocharged:** Water or CO2 cooled Intercoolers only. Must be wet type, no air to air. Draw through only.

**1.10 Transmission:** Any conventionally mounted rear engine transaxle accepted. Must have neutral. Reverse required. Reverse lockout device mandatory. Locked rear ends allowed. Welded spider gears not allowed. Must be manually shifted. No air or electronic shifting. No clutch less or sequential transmissions. **Automatic transmissions prohibited.**

**1.11 Flywheel Shield:** All cars must have a flywheel shield. (See general rules for additional information)

**1.12 Fuel System:** After market fuel tanks or cells are acceptable. All fuel tanks, lines, pumps etc., must be within the confines of the frame and/or steel body and must be located outside the driver's compartment. A bulkhead of at least .032" minimum thickness metal must be between the fuel tank and driver's compartment. Magnesium not permitted. No device, which can reduce the temperature of the fuel, can be mounted on the car.

Water (H<sub>2</sub>O) injection is permitted. Use of any chemical other than H<sub>2</sub>O in water injection system will result in disqualification and loss of all event points and payout. (See PRA General Rules 8.12 Revoked Payout disbursement and PRA General Rules 8.13 Penalties).

**1.13 Wheels and Tires:** Must use automotive-type wheels. Racing slicks permitted. Wire or motorcycle wheels not permitted. Minimum wheel size 13". No max width.

**1.14 Ground Clearance:** Ground clearance of 3" maximum from front of car to 12" behind centerline of the front axle is required. 2" minimum for remainder of car except for oil sump and exhaust headers.

**1.15 Wheelbase:** Maximum/Minimum +/-2" for body used. Axles and body location must remain as originally produced. Maximum wheelbase variation left to right 1" but cannot exceed the maximum of 100".

**1.16 Interior:** Minimum one front seat. It may be a properly braced and reinforced fiberglass or aluminum bucket. No center steering. Dashboard must be retained but may be modified. Doors must have panels. Headliner not required. Floor and firewall required constructed of steel or aluminum of at least .032" minimum thickness.

**1.17 Steering:** Minimum steering wheel diameter 13". Butterfly wheels not permitted.

**1.18 Electrical:** Battery must be securely mounted outside of driver's compartment. All cars must be self-starting. Master cutoff switch is required. All cars must have one working taillight.

**1.19 Brakes:** Must be hydraulically operated. Minimum two wheel rear brakes operated by a foot pedal that is mounted in a conventional location.

**1.20 Computers:** Laptops and PC's cannot remain in car while making a pass down the track. 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, mechanisms, sensing of wheel speed, inertia etc. Data may be reviewed (printout, replay, etc.) only after the run. Use of such Items will result in disqualification and loss of all event points and payout. (See PRA Race Procedures 8.13 Revoked Payout disbursement and PRA Race Procedures 8.14 Penalties). Memory and playback tachometers are allowed.

**1.21 Traction Control:** Prohibited, Use of such Items will result in disqualification and loss of all event points and payout. (See PRA Race Procedures 8.13 Revoked Payout disbursement and PRA Race Procedures 8.14 Penalties).

**1.22 Fuel Additives:** Post purchase or special order fuels where mixing and or blending of any Oxygen bearing additives or Nitro is prohibited. Over the counter fuels such as VP Racing Q16 are allowed.

**1.23 Tow Vehicles:** Allowed, however at anytime during competition and at its discretion the PRA may revoke the use of Tow Vehicles after completing a pass to the point until car passes through scales.

**1.24 Scales:** Drivers must proceed directly to scales after each round of qualifying and after each elimination round. Returning to your pit before proceeding to scales after a qualifying pass will void that round of qualifying. Returning to your pit before proceeding to scales after an elimination round will result in disqualification resulting in loss of points and payout.

If you should lose in eliminations, and your opponent fails to return to the scales or fails to make weight you will be reinstated into the eliminations only if you made your minimum weight requirements. If both cars failed to make minimum weight, both cars will be disqualified. It is the driver's responsibility to verify with each track scale, the weight of his/her car prior to each race day. There will be 5lb error factor allowed.

**1.25 Competition:** Winners in Pro Mod are advised that their engines will be checked for displacement prior to being awarded the win. All false claimed engines sizes will result in the driver being disqualified and loss of points and payout, even if the car is correct weight for the actual size of the engine.

**1.26 Safety:** All cars must meet NHRA safety standards.

**1.27 Two way communications:** The use of two-way radios for the purpose of voice communication between driver and crew is permitted.

**1.28 Helmet:** Drivers of all cars running 13.99 or quicker must use a helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005. 7.49 or quicker must use a helmet meeting Snell SA2000, SA2005 or SFI 31.1A, 31.2A, or 31.1/2005 Specs.

**1.29 Protective Clothing:** Neck brace, jacket and pants meeting SFI spec. 3.2A/5 required. Gloves 3.3/1 required.

**1.30 Seat Belt, Shoulder Harness:** Driver restraint system meeting SFI Spec. 16-1 required. Restraint system must be updated at 2-year intervals from date of manufacture. Crotch strap mandatory. Y-Type shoulder harness is prohibited as of 1/05. Must use individual or V type shoulder harness. See General regulations.

**1.31 Window Net:** Ribbon type required.

**1.32 Parachute:** As required by NHRA, any car exceeding 150 M.P.H. will be required to be equipped with a parachute.

# Pro Racing Association Super Street

## 2.0 SUPER STREET Heads Up class with .400 Pro Tree

**2.1 Weight:** Lbs/C.I. (10.75) Minimum weight including driver 1500lbs.

**2.2 Body Styles:** Any VW Type I, III or Ghia may be used. No convertibles accepted. Metal bodies only. Must be full fendered, with front and rear hoods. Running boards not required. Stock drip rails may be removed. Maximum 4" chop top. Minimum roof height 48". Car will be measured at race ready stance in the staging lanes with race tire pressure and the driver in the car. Once measured, tire pressure cannot be decreased after measurements are taken. Doing so will result in disqualification. No channeling. Body may not be sectioned. Body may not be lightened by drilling holes. Minimum height of door measured from bottom to window crease is 24". See PRA General Rules. Must retain original windshield and rear window angles. Body may not otherwise altered in height, width, length, or contour.

Fiberglass or carbon fiber may be used for fenders, hood, aprons and doors as long as stock appearance is retained, however rear fenders may be widened to accept larger tires. Maximum dimension to outside of rear fenders is 68". Minimum is 58". Rear fenders may be raised on body for tire clearance but must be mounted at least 2" below quarter window measured 25" back from the door opening. One-piece fiberglass front ends are acceptable.

Fenders must be securely mounted to body Inner edges may be cut for clearance. Cars must have engine cover. Engine cover must be in place during all Qualifying Pass and Elimination Rounds Front fenders may be raised for tire clearance but must not be mounted above the front hood, measured at the centerline of the front tire opening. Maximum dimension to the outside of the front fenders is 66" measured to the outside of the fenders. Minimum is 58". The leading edge of the front end may be squared off and an aero lip added for stability. Maximum measurement from front of door to nose may be 5" more than stock. See PRA General Rules. Drooped front ends prohibited. Ground clearance must remain at 3". Both doors must be fully operative and can be opened from both the inside and outside. Super beetle bodies may be mounted with a standard Type I front end. All cars must be a finished product and can compete at only two races in primer. Cars must be complete during qualifying and eliminations, i.e. deck lids or box style engine covers, aprons etc.

**2.3 Wings:** Dragster style wings are not allowed in any class. A spoiler of single plane design is permitted. It must be mounted below the lowest point of the rear window and not more than 42" wide. Maximum height to be no more than 4" from it's mounting point. Maximum gap between body and spoiler 1".

**2.4 Windows:** All glass can be replaced with 1/8th" Polycarbonate material, such as Lexan MR 4000. Windows may be flush mounted to the body openings. Windows need not be

operative, but must be closed during competition. Class designation on rear quarter windows in 3" letters and permanent number in 6" numbers

**2.5 Frame and suspension:** Must use factory VW floor pan only. It must meet all the safety requirements. Must have standard VW torsion bar type front beam, but may be narrowed. Must have one hydraulic shock absorber per wheel and be attached utilizing the stock mounting points. The use of coil over shocks is not allowed. Must use VW type torsion bar, spring plate rear suspension. The use of ladder bars is not allowed. The use of aftermarket spring plates, spring plate grommets, grommet retainers, and torsion bars are allowed (spring plates must maintain stock length). Stock rear torsion housing must be used but may be raised a maximum of 4" and narrowed maximum of 6". Shocks must use factory VW mounts. Floor pan must support front and rear suspension without the aid of the roll cage.

**2.6 Shocks:** Shocks may not be adjusted in any way during run. Titanium wheel studs are not allowed.

**2.7 Engine:** One four cylinder opposed, pushrod type engine. 2 valves per cylinder, of VW configuration. Stock valve angles must be used in head. One spark plug per cylinder. Any engine case accepted. Engine must be in stock location. Engine must use factory Type I cylinder head stud pattern. A maximum of 4 studs per cylinder allowed. The minimum diameter of a head stud is .281. Weber, Berg, Terminator style carburetors only with a maximum bore of 62mm, No plenums allowed. Fuel injection prohibited. Vacuum pumps are prohibited.

**2.8 Fuel:** Gasoline only. Nitro, Nitrous, Methanol, Ethanol, E85 Fuel or any Oxygen bearing additives and or Oxygen bearing Fuels prohibited.

**2.9 Fuel System:** After market fuel tanks or cells are acceptable. Fuel cell must be located outside the driver's compartment. A bulkhead of at least .032" minimum thickness metal must be between the fuel tank and driver's compartment. Magnesium not permitted. No device, which can reduce the temperature of the fuel, can be mounted on the car.

**2.10 Transmission:** Any conventionally mounted **4 speed** rear engine transaxle accepted. Must have neutral. Reverse required. Reverse lockout device mandatory. Locked rear ends allowed. Welded spider gears not allowed. Must be manually shifted. No air or electronic shifting. No clutch-less or sequential transmissions.

**2.11 Clutch:** Clutch release must be manually operated by driver's foot: Electronics, pneumatics, hydraulics (Exception: A hydraulic master cylinder with slave cylinder may be used to release the clutch, but may not have any control or adjustable circuits), or any other device may in no way affect the clutch system. Multi-stage, variable release, lockup-type clutch of any description prohibited. Throw-out bearing must release all fingers, levers stages, etc. simultaneously. J&G and Kennedy style clutches only.

**2.12 Flywheel Shield:** All cars must have a flywheel shield. (See general rules for additional information).

**2.13 Wheelbase:** Maximum WB is 97", Minimum 92". Axles and body location must remain as originally produced. Maximum wheelbase variation left to right 1" but cannot exceed the maximum of 97".

**2.14 Wheels and Tires:** Must use automotive-type wheels. Racing slicks permitted. Wire or motorcycle wheels not permitted. Minimum wheel size 13". No max width. Titanium wheel studs are not allowed.

**2.15 Brakes:** Must be hydraulically operated. Minimum two wheel rear brakes operated by a foot pedal that is mounted in a conventional location.

**2.16 Ground Clearance:** Ground clearance of 3" maximum from front of car to 12" behind centerline of the front axle is required. 2" minimum for remainder of car except for oil sump and exhaust headers.

**2.17 Roll Cage:** Roll cage required. See PRA general rules. No part of roll cage may be beneath floor pan.

**2.18 Interior:** Minimum one front seat. It may be a properly braced and reinforced fiberglass or aluminum bucket. No center steering. Dashboard must be retained but may be modified. Doors must have panels. Headliner not required. Floor and firewall required constructed of steel or aluminum of at least .032" minimum thickness.

**2.19 Steering:** Minimum steering wheel diameter 13". Butterfly wheels not permitted.

**2.20 Electrical:** Battery must be securely mounted outside of driver's compartment. All cars must be self-starting. Master cutoff switch is required. All cars must have one working tail light.

**2.21 Computers:** Computers, Data recorders, or any Electronic device that is used to alter or control the function of any part of the car cannot remain in the car during qualifying or elimination rounds. Use of such Items will result in disqualification and loss of all event points and payout. (See PRA Race Procedures 8.13 Revoked Payout disbursement and PRA Race Procedures 8.14 Penalties). Memory and playback tachometers are allowed.

**2.22 Tow Vehicles:** Allowed, however at anytime during competition and at its discretion the PRA may revoke the use of Tow Vehicles after completing a pass to the point until car passes through scales.

**2.23 Scales:** Drivers must proceed directly to scales after each round of qualifying and after each elimination round. Returning to your pit before proceeding to scales after a qualifying pass will void that round of qualifying. Returning to your pit before proceeding to scales after an elimination round will result in disqualification and loss of event points and payout.

If you should lose in eliminations, and your opponent fails to return to the scales or fails to make weight you will be reinstated into the eliminations only if you made your minimum weight requirements. If both cars failed to make minimum weight, both cars

will be disqualified. It is the driver's responsibility to verify with each track scale, the weight of his/her car prior to each race day. There will be 5lb error factor allowed.

**2.24 Competition:** At the PRA's discretion, winners in Super Street may be instructed to remove one cylinder head in order to perform an inspection for verification of rule compliance. Engines will be checked for displacement prior to being awarded the win. All false claimed engines sizes will result in the driver being disqualified and loss of points and payout, even if the car is correct weight for the actual size of the engine.

Refusal to remove cylinder head when instructed will result in disqualification and loss of event points and payout.

**2.25 Safety:** All cars must be certified for safety (NHRA Safety Certification).

**2.26 Two way communications:** The use of two-way radios for the purpose of voice communication between driver and crew is permitted.

**2.27 Helmet:** Must use a helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005.

**2.28 Protective Clothing:** Neck brace, jacket and pants meeting SFI spec. 3.2A/5 required. Gloves 3.3/1 required.

**2.29 Seat Belt, Shoulder Harness:** Driver restraint system meeting SFI Spec. 16-1 required. Restraint system must be updated at 2-year intervals from date of manufacture. Crotch strap mandatory. Must use individual or V type shoulder harness. See General regulations.

**2.30 Window Net:** Ribbon type required.

## **Pro Racing Association CB 044 Pro Gas**

### **3.0 PRO GAS** Heads Up class with .400 Pro Tree

**3.1 Weight:** Minimum Weight including driver 1725lbs.

**3.2 Body Styles:** Any VW Type I, III or Ghia may be used. No convertibles accepted. Metal bodies only. Must be full fendered, with front and rear hoods. Running boards not required. Stock drip rails may be removed. Maximum 4" chop top. Minimum roof height 48". Car may be measured at race ready stance in the staging lanes with race tire pressure and the driver in the car. Once measured, tire pressure cannot be decreased after measurements are taken. Doing so will result in disqualification. No channeling. Body may not be sectioned. Body may not be lightened by drilling holes. Minimum height of door measured from bottom to window crease is 24". See PRA General Rules. Must retain original windshield and rear window angles. Body may not be otherwise altered in height, width, length, or contour.

Fiberglass or carbon fiber may be used for fenders, hood, aprons and doors as long as stock appearance is retained, however rear fenders may be widened to accept larger tires. Maximum dimension to outside of rear fenders is 68". Minimum is 58". Rear fenders may be raised on body for tire clearance but must be mounted at least 2" below quarter window measured 25" back from the door opening. One-piece fiberglass front ends are acceptable.

Fenders must be securely mounted to body Inner edges may be cut for clearance. Cars must have engine cover. Engine cover must be in place during all Qualifying Pass and Elimination Rounds Front fenders may be raised for tire clearance but must not be mounted above the front hood, measured at the centerline of the front tire opening. Maximum dimension to the outside of the front fenders is 66" measured to the outside of the fenders. Minimum is 58". The leading edge of the front end may be squared off and an aero lip added for stability. Maximum measurement from front of door to nose may be 5" more than stock. See PRA General Rules. Drooped front ends prohibited. Ground clearance must remain at 3". Both doors must be fully operative and can be opened from both the inside and outside. Super beetle bodies may be mounted with a standard Type I front end. All cars must be a finished product and can compete at only two races in primer. Cars must be complete during qualifying and eliminations, i.e. deck lids or box style engine covers, aprons etc.

**3.3 Wings:** Dragster style wings are not allowed in any class. A spoiler of single plane design is permitted. It must be mounted below the lowest point of the rear window and not more than 42" wide. Maximum height to be no more than 4" from it's mounting point. Maximum gap between body and spoiler 1".

**3.4 Windows:** All glass can be replaced with 1/8th" Polycarbonate material, such as Lexan MR 4000. Windows may be flush mounted to the body openings. Windows need not be

operative, but must be closed during competition. Class designation on rear quarter windows in 3" letters and permanent number in 6" numbers.

**3.5 Frame and suspension:** Tubular chassis are Not allowed. Must be factory VW STEEL complete floor pan. Stamped steel floor pans are mandatory and must be welded to tunnel. Pan Head must be in place. Pie cutting of pan head is allowed for added caster. Floor pan must support front and rear suspension without the aid of the roll cage. Roll bar or roll cage is mandatory and must be NHRA approved.

Floor pan must retain factory frame horns, Frame horns may not be modified in any way. 1 inch transmission raise is allowed for all cars, including raised torsion housing cars. Karman Ghia bodied cars are permitted to raise torsion housing.

Must have standard VW torsion bar type front beam, but may be narrowed. Ladder bars Prohibited. VW torsion bar spring plate or IRS rear suspension must be used. The use of commercially available aftermarket spring plates, spring plate grommets, grommet retainers, and torsion bars is permitted (spring plates must maintain stock length). Stock rear torsion housing must be used but may be raised a maximum of 3" and narrowed maximum of 6". Shocks must use factory VW mounts. Narrowed axles are permitted.

The use of coil over shocks is prohibited. Must have one hydraulic shock absorber per wheel and be attached utilizing the stock mounting points. Single knob adjustable rear and front shock may be used and must be commercially available. Shocks may not be adjusted in any way during run. No electronic or pneumatic shock controllers are allowed.

Wheelie bars may be used, 60" inch maximum length.

**3.6 Engine:** Displacement shall be no larger than 2332cc Max. Stock magnesium or Auto Linea aluminum engine case may only be used. Vacuum pumps are prohibited.

Crankshaft shall be no larger than 84mm stroke max. Any manufacturer and may be flanged or wedgemated. Any main bearing dimensions O.K Min 2" rod journals. Crankshaft may be turned for repair. Offset grinding and knife edging of crank is prohibited.

Steel rods only, any commercially available manufacturer permitted. Minimum rod length is 5.400 maximum rod length is 5.700, .866 I.D pin bushing only.

94mm max Cylinder Bore. Cylinders may be any commercially available manufacture. Flat top piston only from any commercially available manufacturer. Any ring type allowed, 3 ring grooves Mandatory. No gas porting allowed. Minimum compression height-1.300. Minimum piston weight with pin-475 grams, Valve relief's are allowed. Wrist Pins-Minimum wrist pin wall thickness-.120, Steel wrist pins only, .866 wrist pin diameter only.

044 CNC Wedge Port head as SPEC head for class. Heads must use components that are sold with the #1411 wedge port head, NO exceptions. Springs may be shimmed for

proper installed height. Installed valve spring height must remain within 1.500-1.530, NO exceptions. Any depth flycut allowed. Welding between chambers allowed for strength when heads are flycut. Welding of head in any other areas other than between combustion chambers is Prohibited. NO modifying, porting or blending of ports is allowed. NO modifying, un-shrouding, or blending of chambers permitted. If seats are replaced to repair heads, intake seat I.D must remain at 1.530. Exhaust seat I.D must remain at 1.320. Valve seat depth must remain at factory height if seats are replaced. NO shortening or profiling of valve guides is permitted. Intake manifold stud location may NOT be relocated.

Servicing of heads-If heads are serviced, all parts must be factory CB #1411 wedge port replacement parts, NO exceptions.

Rev Control prohibited. NO Internal or External rev kits allowed to control valve train permitted.

Accepted intake manifolds; CB Performance-IDA#3155 / IDF#3157 BugpackIDA#1044 / IDF#1038 Berg-IDF#GB580A / IDA#GB590 Scat-IDA#30122 IDF#30076 Manifolds may be welded up to 1-1/2 inches from base ONLY to allow match porting and strength, Manifolds may be match ported. Epoxy of any Kind is not permitted internally or externally on manifolds.

Valve and seat angles-Seat-30/45/60/75 degrees only. Valve-30/45 degrees only. Valve springs may NOT be modified in any way. Replacement valve springs must be CB part# VW650

Rocker arms may have a max of 1.5 ratio, any commercially available manufacturer, keep in mind that the valve springs are only capable of .630 lift.

Flat tappet cast iron cam from any commercially available manufacturer is allowed Any manufacturer Cam gear permitted. Lifters must be cast iron only. Lifters must be standard VW O.D dimensions. Minimum lifter weight is 70 grams. Composite lifters prohibited. Steel only Push Rods from any commercially available manufacturer permitted

Ignition may be any type of distributor. No crank trigger allowed, may use any manufactures coil, Locked timing or mechanical advance only, No timing control,

Full flow oil pump permitted. No dry sumps, external oil bypass allowed.

Any commercially available manufacturer Oil sump permitted.

Exhaust may be from any manufacturer. Any size including step headers permitted. Over the top exhaust systems prohibited.

Carburetion may have 48mm throttle plates max and 44mm venturies max. No Mechanical or EFI Injection permitted. Approved carburetors for class are Spanish or Italian Weber 48 IDA/IDF, and Dellorto 48 DRLA. Carburetor modifications allowed to improve air flow prohibited. Aftermarket velocity stacks and float bowl enlarging permitted.

Clutch must be Stock style clutch "Kennedy, etc". Single Clutch disc ONLY, 200mm only, any manufacturer. Flywheel must be steel. 12 lbs min weight, 17 lbs Max weight. 200mm disc surface only, Flanged flywheels permitted.

NHRA engine oil containment pans or blankets must be used.

**3.7 Air Induction:** Non factory air induction of any kind, where air is ducted into engine compartment such as Naca Ducts, ducted air through scoops under vehicle chassis or windshields is prohibited. Cars that have air induction from racing in another classes must show sufficient proof that air induction is disabled or car will not be allowed to race in class. Modifying air induction before or after a round, vehicle owner and car will be disqualified (See PRA Race Procedures 8.13 Revoked Payout disbursement and PRA Race Procedures 8.14 Penalties).

Pressure boxes and or Carburetor trays are Prohibited

**3.8 Fuel:** VP C-12 will be the spec fuel for the class. Nitro, Nitrous, Methanol, Ethanol, E85 Fuel or any Oxygen bearing additives and or Oxygen bearing Fuels Prohibited.

**3.9 Fuel System:** After market fuel tanks or cells are acceptable. Fuel cell must be located outside the driver's compartment. A bulkhead of at least .032" minimum thickness metal must be between the fuel tank and driver's compartment. Magnesium not permitted. No device, which can reduce the temperature of the fuel, can be mounted on the car.

**3.10 Transmission:** Any conventionally mounted **4 speed** Type-1, Type-2, or Mendeola transaxle accepted. Must have neutral. Reverse required. Reverse lockout device mandatory. Locked rear ends allowed. Welded spider gears not allowed. Must be manually shifted. No air or electronic shifting. No clutch-less or sequential transmissions. IRS to Swing axle conversion "Dave Folts" kits permitted. Swing axle or IRS suspension only, No coil over/ladder bar type suspension allowed.

H-Pattern shifter only, No Vertigate style shifters allowed, No electronic type shifter allowed.

**3.11 Clutch:** Clutch release must be manually operated by driver's foot: NO air activated, solenoid activated clutch release allowed. Clutch engagement must be by cable or hydraulic, I.E Neal/CNC pedal assembly. (Hydraulic master cylinder with slave cylinder may be used to release the clutch, but may not have any control or adjustable circuits), No other device may in no way affect the clutch system. Multi-stage, variable release, lockup-type clutch of any description prohibited. Throw-out bearing must release all fingers, levers stages, etc. simultaneously. Clutch management can be by PRA approved Washington Anti shocker only. Anti shocker must be mounted at transmission.

**3.12 Wheelbase:** Maximum WB is 97", Minimum 92". Axles and body location must remain as originally produced. Maximum wheelbase variation left to right 1" but cannot exceed the maximum of 97".

**3.13 Wheels and Tires:** 8 inch maximum measured tire width. Must use automotive-type wheels. Racing slicks permitted. Wire or motorcycle wheels not permitted. Minimum wheel size 13". Titanium wheel studs are not allowed.

**3.14 Brakes:** Must be hydraulically operated. Minimum two wheel rear brakes operated by a foot pedal that is mounted in a conventional location.

**3.15 Ground Clearance:** Ground clearance of 3" maximum from front of car to 12" behind centerline of the front axle is required. 2" minimum for remainder of car except for oil sump and exhaust headers.

**3.16 Roll Cage:** Roll cage required. See PRA general rules. No part of roll cage may be beneath floor pan.

**3.17 Interior:** Minimum one front seat. It may be a properly braced and reinforced fiberglass or aluminum bucket. No center steering. Dashboard must be retained but may be modified. Doors must have panels. Headliner not required. Floor and firewall required constructed of steel or aluminum of at least .032" minimum thickness.

**3.18 Steering:** Minimum steering wheel diameter 13". Butterfly wheels not permitted.

**3.19 Electrical:** Battery must be securely mounted outside of driver's compartment. All cars must be self-starting. Master cutoff switch is required. All cars must have one working tail light.

**3.20 Computers:** Data acquisition of any kind is NOT allowed. Computers, Data recorders, or any Electronic device that is used to alter or control the function of any part of the car is prohibited. Use of such Items will result in disqualification and loss of all event points and payout. (See PRA General Rules 8.12 Revoked Payout disbursement and PRA General Rules 8.13 Penalties). Memory and playback tachometers are allowed.

**3.21 Tow Vehicles:** Allowed, however at anytime during competition and at its discretion the PRA may revoke the use of Tow Vehicles after completing a pass to the point until car passes through scales.

**3.22 Scales:** Drivers must proceed directly to scales after each round of qualifying and after each elimination round. Returning to your pit before proceeding to scales after a qualifying pass will void that round of qualifying. Returning to your pit before proceeding to scales after an elimination round will result in disqualification and loss of event points and payout.

If you should lose in eliminations, and your opponent fails to return to the scales or fails to make weight you will be reinstated into the eliminations only if you made your minimum weight requirements. If both cars failed to make minimum weight, both cars will be disqualified. It is the driver's responsibility to verify with each track scale, the weight of his/her car prior to each race day. There will be 5lb error factor allowed.

**3.23 Competition:** At the PRA's discretion, winners in Pro Gas may be instructed to remove one cylinder head and cylinder in order to perform an inspection for verification of rule compliance. Engines will be checked for displacement prior to being awarded the win. All false claimed engine sizes will result in the driver being disqualified and loss of points and payout, even if the car is correct weight for the actual size of the engine.

Refusal to remove cylinder head when instructed will result in disqualification and loss of event points and payout..

**3.24 Two way communications:** The use of two-way radios for the purpose of voice communication between driver and crew is permitted.

**3.25 Helmet:** Must use a helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005.

**3.26 Protective Clothing:** Neck brace, jacket and pants meeting SFI spec. 3.2A/5 required. Gloves 3.3/1 required.

**3.27 Seat Belt, Shoulder Harness:** Driver restraint system meeting SFI Spec. 16-1 required. Restraint system must be updated at 2-year intervals from date of manufacture. Crotch strap mandatory. Must use individual or V type shoulder harness. See General regulations.

**3.28 Window Net:** Ribbon type required.

**Pro Racing Association  
Super Comp**

**4.0 SUPER COMP:** 10.90 Index Class .400 Pro Tree

**4.1 Body:** Any VW or fiberglass allowed. Must have some type of body. No dragsters, sand rail chasses not allowed. Maximum wheelbase 100"

**4.2 Chassis:** Any tube frame or VW floor pan allowed.

**4.3 Engine:** Must use VW engine. May be turbocharged. Supercharged. Fuel injected or carbureted. Engine must be located in stock location for body used.

**4.4 Transmission:** any manually shifted VW or Porsche transmission allowed. Automatic transmissions allowed. Mendeola transmissions allowed.

**4.5 Clutch:** Clutch release must be manually operated by driver's foot: Electronics, pneumatics, hydraulics (Exception: A hydraulic master cylinder with slave cylinder may be used to release the clutch, but may not have any control or adjustable circuits), or any other device may in no way affect the clutch system. Multi-stage, variable release, lockup-type clutch of any description prohibited. Throwout bearing must release all fingers, levers stages, etc. simultaneously. Anti-Shock devices are allowed.

**4.6 Fuel:** Gasoline, Alcohol and Nitrous allowed. The use of propylene oxide and nitro is prohibited (see section 7.11 Propylene Oxide and Nitro).

**4.7 Electronics:** No electrical devices such as delay boxes or timers may be used. The use of any of these devices will result in disqualification and loss of points and payout. (See PRA Race Procedures 8.13 Revoked Payout disbursement and PRA Race Procedures 8.14 Penalties).

**4.8 Vent Tubes, Breathers, and Oil Lines:** Vent Tubes, Breathers: Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of 1quart. The catch tank must be baffled to keep overflow off the track. Breather/vent tubes and oil lines must be mechanically secured (tie wraps prohibited) to the fittings and the fittings locked at both ends.

**4.9 Two way communications:** (See PRA General Rules Section 7.15)

**Pro Racing Association  
Super Gas**

**5.0 SUPER GAS:** Super Gas 11.90 Index class .400 Pro Tree

**5.1 Body:** Any VW or fiberglass body allowed. Car must have some type of body. Dragsters, Sand rail chassis are not allowed. Maximum allowed wheelbase 100”.

**5.2 Chassis:** Any tube frame or VW floor pan allowed.

**5.3 Engine:** Must use VW engine. May be turbocharged, supercharged, fuel injected or carbureted. Engine must be located in stock location for body used.

**5.4 Transmission:** Any manually shifted VW or Porsche transmission allowed. Automatic transmissions allowed. Mendeola transmissions allowed.

**5.5 Clutch:** Clutch release must be manually operated by driver’s foot: Electronics, pneumatics, hydraulics (Exception: A hydraulic master cylinder with slave cylinder may be used to release the clutch, but may not have any control or adjustable circuits), or any other device may in no way affect the clutch system. Multi-stage, variable release, lockup-type clutch of any description prohibited. Throwout bearing must release all fingers, levers stages, etc. simultaneously. Anti-Shock devices are allowed.

**5.6 Fuel:** Gasoline, Alcohol and Nitrous allowed. The use of propylene oxide and nitro is prohibited (see section 7.11 Propylene Oxide and Nitro).

**5.7 Electronics:** No electrical devices such as delay boxes or timers may be used. The use of any of these devices will result in disqualification and loss of points and payout. (See PRA Race Procedures 8.13 Revoked Payout disbursement and PRA Race Procedures 8.14 Penalties).

**5.8 Vent Tubes, Breathers, and Oil Lines:** Vent Tubes, Breathers: Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of 1quart. The catch tank must be baffled to keep overflow off the track. Breather/vent tubes and oil lines must be mechanically secured (tie wraps prohibited) to the fittings and the fittings locked at both ends.

**5.9 Two way communications:** (See PRA General Rules Section 7.15).

**Pro Racing Association  
Pro Eliminator**

**6.0 PRO ELIMINATOR:** Bracket Class For cars running 12.99 to 10.00sec.

**6.1 Body and Chassis:** Any VW powered car allowed. Fiberglass body, Dragsters and tube chassis sand rails allowed. Any tube frame or VW floor pan allowed.

**6.2 Body and Chassis:** Any VW powered car allowed. Fiberglass body, Dragsters and tube chassis sand rails allowed. Any tube frame or VW floor pan allowed.

**6.3 Engine:** Must use VW engine. May be turbocharged, supercharged, fuel injected or carbureted. Engine must be located in stock location for body used.

**6.4 Transmission:** Any manually shifted VW or Porsche transmission allowed. Automatic transmissions allowed. Mendeola transmissions allowed.

**6.5 Fuel:** Gasoline, Alcohol and Nitrous allowed. The use of propylene oxide and nitro is prohibited. (see section 7.11 Propylene Oxide and Nitro)

**6.6 Electronics:** No electrical devices such as delay boxes or timers may be used. No device that functions to operate the vehicle may be used.

**6.7 Vent Tubes, Breathers, and Oil Lines:** Vent Tubes, Breathers: Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of 1quart. The catch tank must be baffled to keep overflow off the track. Breather/vent tubes and oil lines must be mechanically secured (tie wraps prohibited) to the fittings and the fittings locked at both ends.

## **Pro Racing Association General Rules**

### **7.0 GENERAL RULES:**

**7.1 Drivers License and PRA Registration:** All racers must have a valid, current state issued driver's license to compete. Current PRA Registration will be required for participating in any PRA class, which includes Pro Mod, Super Street, Pro Gas, Super Comp., and Super Gas. Racers must register each calendar year to obtain competition number or renew competition number.

**7.2 Body:** All replacement body parts must resemble the stock factory item they are replacing, however, they need not be exact, i.e. fenders may be wider to allow for bigger or wider tires. A stock appearing deck lid is defined as follows. The deck lid shall slope downward and the bottom shall extend furthest rearward. Deck lids where the top extends farther back than the bottom shall not be allowed. A fabricated deck lid should include a break in the rear plane. A deck lid is considered part of the car and must be painted.

**7.3 Engine:** Contestants in weight to cubic inch classes must claim exact cubic inch displacement rounded out to the next largest cubic inch. No allowance for over bore, i.e. 131.6 = 132. If engine is changed during a race the competitor must report to technical department supervisor before a run is attempted.

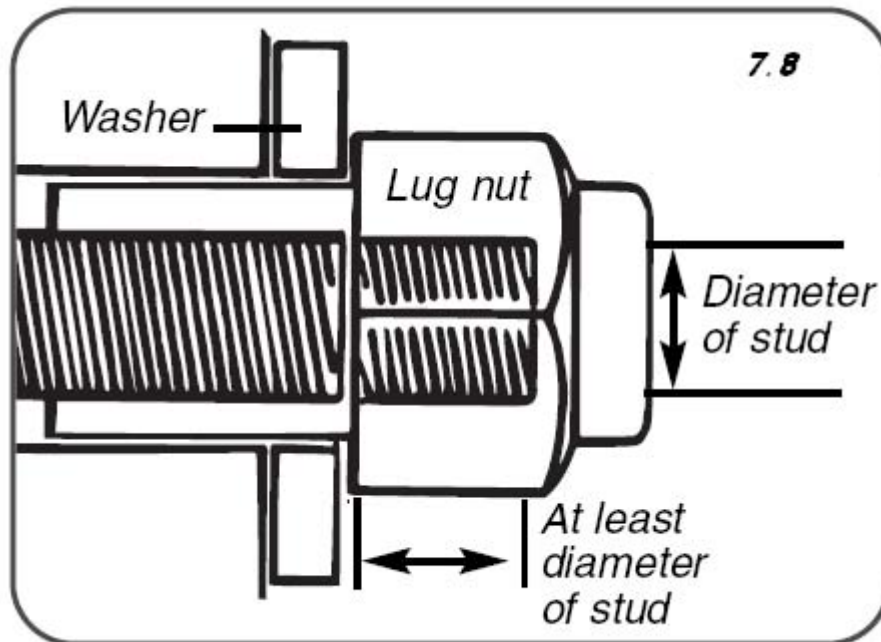
**7.4 Fuel Systems:** All fuel tanks, lines, pumps etc., must be within the confines of the frame and/or steel body. And must be located outside the drivers compartment. All fuel lines must be metallic or steel braided. A maximum of 12" total, front to rear of nonmetallic or non-steel braided is permitted for connection purposes only. Whenever possible, fuel tanks and fuel lines should be located ahead of engine

**7.5 Exhaust:** All cars must be equipped with an exhaust collector or stacks installed to direct exhaust out of body to rear of car, away from driver and fuel tank.

**7.6 Alignment:** Each car must have sufficient positive front-end caster to ensure proper handling of car at all speeds.

**7.7 Tires:** All tires must be free of defects. All street tires must have minimum of 1/8" tread depth. Farm implements or trailer tires prohibited. Tubeless slicks are required to have steel valve stems.

**7.8 Wheels:** 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. Each car in competition must be equipped with automotive-type wheels with a minimum 12 inches of diameter unless class requirements stipulate otherwise. All wheel studs must project into the hex portion of the lug nut by a distance equal to one diameter of the stud. Maximum rim width on any car: 16 inches. No rear-wheel discs or covers permitted in any category.



**7.9 Parachutes:** Any car exceeding 150 M.P.H. will be required to be equipped with a parachute from that run on. IN other words, once a racecar exceeds 150 M.P.H. it must have a parachute installed on it before it will be allowed to make another run. NO EXCEPTIONS! A parachute must be produced by a recognized parachute manufacturer. Tech inspector may inspect the condition for worn or frayed shroud lines, ripped or dirty canopies and worn or ragged pilot chutes. Parachute cable housing must be mounted solidly to the frame or tubes of 1/8" minimum wall thickness, securely mounted as a protection against fuel line rupture. The release cable housing must be attached within 12" of the parachute pack and in a manner that will allow the inner cable release of the chute.

**7.10 Ballast:** Any material used for the purpose of adding to a car's weight must be permanently attached to the car's structure and must not extend 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. Weight boxes (2 maximum) made of 1/8" material may be constructed to hold small items such as shot bags, lead bars, etc., as long as the box and contents do not weigh over 125 pounds. The box must be securely fastened to cars frame or cross member with at least two 1/2" diameter steel bolts per 100 pounds. Ballast location and weight cannot be altered during eliminations.

**7.11 Propylene Oxide and Nitro:** The use of propylene oxide and nitro is prohibited. Post purchase or special order fuels where mixing and or blending of any Oxygen bearing additives or Nitro is prohibited. Over the counter fuels such as VP Racing Q16 is allowed in all classes with the exception of Super Street and Pro Gas.

**7.12 Throttle:** Regardless of class each car must have a foot throttle incorporating a positive acting return spring directly attached to the carburetor throttle arm. A positive stop or

over ride prevention must be used to keep linkage from passing over center and sticking in an open position.

**7.13 Gasoline:** Gasoline as refined is a mixture of hydrocarbons. 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 hydrocarbons, which comprise gasoline, is 2.025, this is defined as a reading of 0 with the PRA Fuel Check meter. The addition of compounds containing nitrogen and/or oxygen may produce a mixture with a D.C. recommended that unknown gas be checked before use in competition.

**7.14 Nitrous Oxide:** Nitrous Oxide is permitted in Pro Elim., Super Gas, Super Comp., and Pro Mod. Nitrous Oxide is prohibited in Super Street and Pro Gas. All bottles must be securely mounted. Hose clamps and/or tie wraps prohibited. Plastic bottle brackets are prohibited. Bottle must be stamped with a minimum DOT-1800 lbs rating, also with current date stamp. Bottles located in driver's compartment must be equipped with a relief valve and vented outside of compartment. System must be commercially available and installed per manufacturer's recommendation. Commercially available thermostatically controlled blanket-type warmer accepted. Any other external heating of bottles prohibited.

**7.15 Two way communications: SUPER COMP and SUPER GAS..** The use of two-way radios for the purpose of voice communication between driver and crew may only be used in Staging Lanes and anytime after completion of his or her pass.

The use of two-way radios is prohibited once racer completes burnout (if no burnout is made use must cease before pre-staging) and throughout pass and until time is posted on finish line light board.

All racers utilizing two-way radios must inform the PRA officials of their use and provide frequencies when paying PRA Fees.

Use of two radios for relaying start advantage, track position, and top end spotters is strictly prohibited. Usage for this purpose will result in disqualification and loss of points and payout. (See PRA Race Procedures 8.13 Revoked Payout disbursement and PRA Race Procedures 8.14 Penalties).

**7.16 Helmet:** Drivers of all cars running 13.99 or quicker must use a helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005. 7.49 or quicker must use a helmet meeting Snell SA2000, SA2005 or SFI 31.1A, 31.2A, or 31.1/2005 Specs. If your helmet does not have a SNELL rating it is not legal and will be confiscated by the tech officials.

**7.17 Neck Collar / Helmet Restraint Device:** Mandatory in all PRA classes. Neck Collar must be commercially produced and designed for racing. Two different collars are available: a full 360-degree "Donut" type or a pull-together "Horseshoe" type. Helmet restraint device can be used with or without a neck collar. Modification of the device is prohibited.

**7.18 Flywheel Shield:** All Pro Mod and Super Street cars are required to have a flywheel shield. Shields must be made from ¼” minimum thickness steel plate securely mounted to the frame or frame structure and completely surrounding the bell housing 360-degrees. The flywheel shield shall not be bolted to either the bell housing or engine. The flywheel shield must extend rearward to a point 1” further than the flywheel and to a point 1” forward of the rotating clutch assembly.

**7.19 Chassis Certification:** Any vehicle that runs faster than 135MPH must meet minimum requirements for 9.99 second vehicles, which includes an NHRA chassis certification, NHRA competition license and updated safety requirements.

**7.20 Roll Cage:** All cage structure must be designed to protect the driver from any angle, 360-degrees. When the driver is in the driving position roll cage must be at least 3” in front of helmet. The side bar must pass the driver at a point midway between the shoulder and elbow. All cage structures must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point and be installed no more than 4” below the driver’s shoulders or to the side brace. All chromoly welding must be done by approved heilarc process (TIG welding). Mild steel welding must be approved wire feed process (MIG). Flush grinding welds not permitted. It is recommended that all cage welds be gusted. All cars without the stock floor must have a sill to tie the front and rear of roll cage made of 1 5/8” x .083 CM or 1 5/8” x .120 MS.

**7.21 Safety:** All cars must meet all current NHRA safety standards.

## **Pro Racing Association Race Procedures**

### **8.0 Race Procedures**

**8.1 Tech Inspection:** Before lining up for tech inspection, all PRA cars must have removed all removable body panels, fenders, engine covers or deck lids, and front ends or hoods.

Hinged deck lids, front ends or hoods may remain on car but must have all hold down fasteners removed prior to entering Tech.

Cars entering tech with removable body panels, fenders, engine covers or deck lids, and front ends or hoods still fastened to the car will be asked to return to their pit to remove the above mentioned. Once removed you then may return to the end of the tech line.

**8.2 Permanent Numbers:** All contestants in the PRA must have permanent numbers. No points will be awarded to any driver without a permanent number. Permanent numbers are awarded to any driver who finishes in the top ten of each class. Each driver has the option to retain his old permanent number. If he declines to use the number that relates to his finish in the respective class, another driver may not use that number.

**8.3 Burnouts:** All pre-race burnouts are restricted to designate water box area, only. No one may touch the car during a burnout. Only one burnout may be made across the starting line. A car must be backed up unassisted to the starting line after a burnout. At no time may a driver turn around on the track and drive back to the starting line after a burnout if they cannot back up under their own power.

**8.4 Staging:** Once a car reaches the front of the staging lanes it must be ready to fire and race. The car must self-start. A PRA official may request to see self-start. No push starts allowed. Staging must be done under vehicle's own power. Deep staging is only allowed in Pro Eliminator. The "Blue Light" will be used during eliminations. Both pre-stage and stage lights must be lit.

**8.5 Courtesy staging:** Courtesy staging will be enforced during eliminations in Pro Mod, Super Street, Super Comp, and Super Gas. Both drivers must have their pre stage lights lit before either may advance into the stage beams. Once both lights have been lit a driver cannot re-stage for a second time. Doing so will result in disqualification. All decisions of the starter are final.

**8.6 Bye Runs:** All vehicles must take the tree, and run down the 1/4 mile.

**8.7 Protest Procedure:** All protests must be made to the proper PRA official. A protest must be filed the day of the event. Protest fee of \$250.00 CASH at time of filing.

**8.8 Tow Vehicles:** All tow vehicles must have the number of the car they are towing displayed on the front windshield

**8.9 Rule Book:** If a rule appears unclear or something is specified or not specified as allowed or not allowed in this rulebook you are advised to check with the PRA before you attempt to race at a PRA event.

**8.10 Records:** Prior to being awarded any record, Minimum weight requirements must have been met when scaled after the pass and Lbs/C.I. verified at conclusion of the event. It is the driver's responsibility to report to the PRA for Lbs/C.I. verification.

**8.11 Race Officials:** The PRA officials have the final authority on any dispute or interpretation of the rules. Any driver or group of drivers attempting to override the PRA will be removed from the PRA program for that race with no refund of entry fee and /or payment to the PRA.

**8.12 PRA Fees:** All PRA race day fees and Annual Registration fees must be paid prior to attempting to qualify. You will be denied access to qualify and or qualifying times will be void until payout is received.

**8.13 Revoked Payout disbursement:** All revoked Payouts will be contributed to the PRA Points Championship Payouts, and distributed amongst the recipients in the Class that the violations occurred.

**8.14 Penalties:** Racers in violation sections PRO MOD 1.20 & 1.21, SUPER STREET 2.21, PRO GAS 3.7, SUPER COMP 4.7, SUPER GAS 5.7, and General Rule 7.14 shall have their registration and competition number suspended and will not be eligible for PRA Points Championship Payouts. A \$500 reinstatement fee will be required before privilege of participation will be reinstated. Reinstatement fee will be donated to a charity of choice to be determined by the Champion (in the class where the violation was made) in the name of said Champion and the PRA.

**8.15 Points:** All points are awarded to the driver. Drivers must be a current registered racer of the PRA. Points are not carried over to another class when a driver changes classes during the season. If there is a driver change during the season the new driver of the car must earn his own points. He does not pick up the points earned by the previous driver.

**8.16 Class Sponsor:** All cars must have the class sponsor's and PRA stickers displayed in appropriate visible locations both sides of the car (Running boards, roof, and top of fenders are not acceptable locations) during all qualifying passes and all elimination rounds. Failure to have stickers displayed will result in loss of event points and payout. Stickers may not be overlapped or modified.

**8.17 Payouts:** A driver must compete in at least 4 of the 5 races to receive end of the season payouts.

**8.18 Assigned Class:** No class hopping. Definition: Any driver can move only to P/E if they fail to qualify in their assigned class. You must inform the PRA and track official before attempting to move to P/E. Example: a driver that fails to qualify in Super Street cannot drop in to Super Comp even if there is not a full car field but they are allowed to move in to P/E.

## Pro Racing Association

### 9.0 Formulas:

#### To Calculate Engine Displacement

Multiply the bore x bore x stroke x .0007854 x 4(number of cylinders).

#### Example:

$94 \times 94 \times 86 \times .0007854 \times 4 = 2387$  cubic centimeters

To calculate cubic inches multiply result by .061

#### Example:

$2387 \times .061 = 145.607$  rounding up makes 146CI

#### Example for Pro Mod Turbo Lbs/C.I. with Methanol:

$10.95 + 2.06 = 13.01 \times 146 = 1899.46$

(1900lbs with driver)

#### To Calculate Compression Ratio

Cylinder volume + deck volume + cylinder head volume divided by the sum  
(cylinder head volume + deck volume)

#### Example:

$597 + 7 + 40 / 47 = 13.7$  or 13.7 : 1 Compression Ratio

## Pro Racing Association

**10.0 Points System:** Racers in each class will compete for the PRA Championship Racing Series championship title on the basis of total points earned during the season. If 2 or more drivers end up in a tie, tie will be broken with most wins, runner-ups, Etc..

**Points are earned as follows:**

Attempt to qualify 30 points  
Setting new E.T. record 20  
points

**8-car field**

Winner . . . . .100  
Runner-up . . . . .80  
Second-round loser. . . 60  
First-round loser . . . . 40

**16-car field**

Winner . . . . .100  
Runner-up . . . . .80  
Third-round loser . . . .60  
Second-round loser . . . 40  
First-round loser . . . . 20

**32-car field**

Winner . . . . .120  
Runner-up . . . . .100  
Fourth Round Loser . . .80  
Third-round loser . . . . 60  
Second-round loser . . . 40  
First-round loser . . . . 20

**16 car field 8 car field**

1 16 points 1 8 points  
2 15 points 2 7 points  
3 14 points 3 6 points  
4 13 points 4 5 points  
5 12 points 5 4 points  
6 11 points 6 3 points  
7 10 points 7 2 points  
8 9 points 8 1 point 9  
8 points 10 7 points  
11 6 points 12 5  
points 13 4 points 14  
3 points 15 2 points  
16 1 point

**Pro Eliminator** does not receive qualifying position points. If 2 or more drivers end up in a tie, tie will be broken with most wins, runner-ups, Etc..