



PRA - 602 Super Limiteds Tour 2020 Rules & Regulations

GENERAL RULES:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The PRA Tour shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of PRA Officials. Their decisions are final.

The interpretation and application of the PRA-602 Super Limited Tour Rule Book, by PRA Officials at a Tour event, shall be final, non-appealable and non-litigable. In order to promote racing, to achieve prompt finality in competition results and/or governing of Tour competition, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS OF BY PRA OFFICIALS AS AN INTITY, TO THE APPLICATION AND INTERPRETATION OF THE PRA RULES AND GUIDELINES SET FORTH, ARE NON-LITIGABLE AND THEY CONVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST PRA, PRA-602 SUPER LIMITED TOUR OR ANY PERSONS ACTING ON BEHALF OF THE PRA, OR ANY OF ITS SUBSIDIARIES WITH RESPECT TO SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS.

Regulations and specifications set forth herein are automatically amended by revision(s) contained in subsequent Technical Bulletins issued by the PRA-602 Super Limiteds Tour or Rulebook Amendment(s).

DRIVER ELIGIBILITY REQUIREMENTS:

All competitors are subject to PRA-Officials approval. Any minor must submit in writing a racing resume for approval. All minor competitors must have parent and/or legal guardian sign parental release form.

MEMEBERSHIP AND REGISTRATION REQUIREMENTS:

Any person who desires to participate in a PRA-602 Super Limited Tour event as a Driver must purchase a PRA - Membership. The membership is non-transferable and only the member to whom it is issued may use it. If a member intentionally or unintentionally assigns or otherwise permits another person or entity to use or attempt to use the membership card, then the member shall be subject to disciplinary action and shall indemnify and hold harmless PRA from any loss or expense incurred by as a result. Once a membership is issued to an individual, regardless of who pays for the membership, the membership is the property of that individual. PRA may revoke the membership for improper usage. Membership Fee \$75.00 (seventy-five dollars).

ENTRY FEE:

602 Super Limiteds Tour entry fee are as follows; Early entry of \$25 if received by PRA 8 days prior to the event. \$50 if received by PRA, 7 days prior to the event or \$75 on day of event.

ELIGIBILITY SPECIFICATIONS

ACCESSORIES:

Except as provided below, cars and drivers will not be permitted to carry on board computers, automated electronic recording devices, electronically actuated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, even if inoperable or incomplete. Competitors will not be permitted to have or have had on his / her possession or in his / her car a device(s) at Event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.

BODY:

- Any Make or Model from any manufacturer (including 100% fiberglass) from 2000 and up are eligible.
- Must remain A-B-C appearing, no outlaw wedge (dirt late model) type bodies allowed.
- Ground height of rear quarters must be within 1" from left to right. Cannot add any additional valances to rear quarters.
- Gen 6 Bodies are permitted as supplied by manufacture.
- All air entering through the grille must be directed through the radiator, except for Fixed brake cooling ducts to flow from bumper cover to spindle are permitted.
- Roof height must be no less than 46 inches when measured 10 inches back from top center of windshield.
- Rear spoiler may be a maximum of 6 inches high and 58 inches long, mounted center of car.
- Inside trunk area sheet metal may be left open. Driver's compartment must be enclosed.

CHASSIS & SUSPENSION:

ANY STYLE PERIMETER, OFFSET OR STOCK FRONT CLIP TYPE CHASSIS MAY BE USED AS AUTHORIZED BY TOUR OFFICIALS

All suspension systems, components, and parts must be acceptable to PRA Officials. Unless otherwise authorized by PRA Officials, non-ferrous suspensions parts will not be permitted. The following minimum requirements must be met:

BRAKES / TIRES / WHEELS:

BRAKES:

Any brake combination may be used.

HEIGHT & WEIGHT:

FRAME HEIGHT: NO minimum frame height.

CAR HEIGHT:

- NO adjustments allowed in driver's compartment.
- NO electrical, pneumatic, hydraulic, remote control, or any other device that changes the handling characteristics or height of car will be permitted.

WEIGHTS:

- Minimum weight of 3050 LBS., with a maximum of 56% left side weight for perimeter frame rail chassis.
- Minimum weight of 3050 LBS., with a maximum of 54% left side weight for offset/straight frame rail chassis.

WHEELS:

- 15" X 10" steel wheels only - 5 lugs – 5 X 5 or wide 5 hubs allowed
- Wheels can have ANY offset
- All 4 wheels must be the same width of 10"
- No bleeder valves permitted
- At least 1-1/2 to 2 threads must be visible outside the lug nut on all 4-wheel studs.

TIRES:

All tires must be purchased at the track from the PRA Tire Distributor.

Tour tire is Hoosier D800

Chemically altering of a Tire is not Permitted.

Random Scanning of Inventory, Testing by PRA Officials anytime.

Tire Inventory and Management

The car owner is permitted a maximum inventory count of eight tires throughout the Season.

The inventory is scanned and controlled by a computerized accounting system.

Once the tire has been purchased, and at any time the tire is subject to be scanned for inventory assignment control. Use of a non-assigned tire in qualifying or race will result in disqualification.

A car owner is permitted to purchase a maximum of eight tires at their first event. After June 1st, 2020, a car owner competing in their first Event is permitted to purchase a maximum of four tires.

A car owner may purchase up to two new tires per event. Prior to the purchase, the car owner **MUST** remove their used tire(s) from inventory and then add the purchased tire(s) into their inventory, while maintaining the eight-tire inventory limit.

The car must start the race on the tires in which were used in qualifying.

Protest Rule: A car owner within 15 minutes of completing the race and finishing within 5 positions behind another car owner must submit in writing and pay \$100 cash only, non-refundable fee for a tire inspection. Protestor may select the tire to be inspected. The Protestor's tires are subject to Inspection.

REAR SUSPENSION TRAILING ARMS: ANY STYLE REAR SUSPENSION AND COMPONENTS MAY BE USED

STEERING:

Any ratio steering box allowed. Rack and pinion system allowed.

SHOCKS / SPRINGS:

- Any combination of shocks and springs may be permitted, including coil binding and bump stopping.
- No canister style shocks permitted.

TREAD WIDTH:

Tread width must be 66" +/- 1/4" front and rear.

WHEELBASE:

102" inch or longer cars may be used with a tolerance of +/- 1/2"

SUSPENSION: All suspension systems, components, and parts must be acceptable to PRA Officials. Unless otherwise authorized by Tour Officials, non-ferrous suspensions parts will not be permitted.

ENGINE REQUIREMENTS:

ENGINE SPECIFICATIONS FROM THE CURRENT EDITION GM YELLOW BOOK FOR CRATE ENGINES

ONLY THE GM 602 Circle Track Crate Engine (PN#19258602) is Permitted

- Engine must be stock, except for the following:
- Valve covers may be changed
- Oil pan may be changed. Late Model Stock rules apply.
- Valve springs must be stock for the 602 Crate engine
- Polylock rocker arm nuts will be permitted

- GM Factory gaskets ONLY.
- Only a single carburetor spacer plate of aluminum is permitted, with a maximum height of 1.00." Maximum gaskets thickness is .065".
- Offset air cleaner may be used for distributor clearance.
- Stock harmonic dampener only! 8" is the stock 602 circumference.

Engine Location:

Engine may be set back no farther than 2". Measured from #1 cylinder plug to forward most upper ball joint.

CARBURETOR:

The Holley 650 HP 4150-80451 or Holley 390 cfm 4 BBL carburetors.

The Holley 350 cfm 2300 Carburetor (from LMSC rules), #7448 or #80787-1 2 BBL carburetors.

THE ABOVE LISTED ARE THE ONLY APPROVED CARBURETORS, and required to meet the PRA, Go no go gauges.

The Holley 2300 2BBL carburetor, list # 7448 and the Holley 2300 HP 2BBL carburetor, part # 80787-1 with a venturi size of 1-3/16" and maintaining a throttle bore max. size of 1.50 "(see below for carburetor rework guidelines) are the only two carburetors that will be permitted on all engines. The venturis must maintain a circular cross section. Only Holley replacement or service parts can be used in any carburetor rework. Carburetors and/or carburetor components machined from billet materials will not be permitted.

Holley 2300 and 2300 HP two (2) barrel Carburetor Rework Guidelines Carburetor Main Body Reshaping, polishing, grinding, or drilling of additional holes will not be permitted. The maximum size for air bleed holes in the top of the carburetor body will be 0.080 inch for all four (4) holes. Screw in air bleed jets will be permitted for the Holley 2300 HP main body, the number of holes and passages must remain as manufactured. Additional and/or plugging holes or passages will not be permitted in the Holley 2300 HP main body. The choke may be removed, but all screw holes must be permanently sealed. ABSOLUTELY NO MODIFICATIONS FROM STOCK CARBURETOR

CARBURETOR SPACER:

Only a single carburetor spacer plate of aluminum is permitted, with a maximum height of 1.00." Maximum gaskets thickness is .065".

CHOKE HORN:

Choke horn must not be removed.

CARBURETOR BOOSTERS:

The booster type must not be changed. The Holley booster part number 45R- 107-1, with casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All booster must remain a minimum outside diameter of 0.616 inch. The addition of material will not be permitted to the boosters except for a small amount of epoxy that may be used to assist in securing the booster stem to the main body of the carburetor.

CARBURETOR VENTURI:

The venturi area must not be altered or reshaped in any manner. The venturi must maintain a circular cross section. The casting ring must not be removed. The location of the venturi must remain as produced by Holley. Alterations that, in the judgment of Tour Officials, that allow air to be picked up below the opening of the venturi: I.E. altered gaskets, base plates, and drilling holes into the carburetor is not be permitted.

CARBURETOR THROTTLE BODY (base plates):

The carburetor throttle body must be used as provided by Holley. The location of the throttle bores in the carburetor throttle body must be the same as provided by Holley. The throttle bores must be completely round. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged. Throttle plates (butterflies) Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.

Throttle Shafts: Shafts must remain stock must not be thinned or cut in any manner.

CARBURETOR METERING BLOCKS:

Only a Holley metering block may be used. Surfacing of the metering blocks for improved gasket seal will be permitted. The only metering blocks permitted for the Holley 2300HP carburetor (80787-1) will be the Holley, part #'s 11938N, 11886 (390HP) and 12323 (screw in emulsion bleed jets) metering block. To order metering block part # 12323 (screw in emulsion bleed jets) the sales # is 134-276.

For the Holley 2300HP approved metering blocks, the number of holes and passages and the location must remain as manufactured with screw in emulsion bleed jets in each jet passage, however, hole sizes may be altered in the jets. Blanks without holes may be used. Additional holes or passages will not be permitted in the Holley 2300HP approved metering blocks.

The Holley metering block, part # 12323 (screw in emulsion bleed jets) will not be permitted in the Holley 2300HP, list # 7448.

ACCELERATOR PUMP:

The accelerator pump discharge nozzle must not be changed. The retaining screw must not be drilled for discharge passage. Power Valves and Floats May be altered.

AIR CLEANER / AIR FILTER:

Any size or shape air cleaner and filter may be used

AIR INTAKE:

Cowl will not be permitted. Ducts, baffles, or air dividers will not be permitted on or leading to the air cleaner or element. Fresh air openings of any type will not be permitted in the hood or cowl area.

ENGINE COOLING SYSTEMS:

The engine cooling system and components must be acceptable to Tour Officials and meet to minimum requirements set forth in the rules contained in this rule book. Icing, freon type chemicals or refrigerants must not be used in or near the engine compartment. Additional water lines must not be added to or from the water pump or intake manifold to the cylinder heads or engine block. Portable

cooling machines or cooling devices will not be permitted. Heating pads, blankets or any other heating devices will not be permitted for warming the cooling system.

WATER PUMP:

- Only aluminum or cast steel mechanical water pumps in the stock location, rotating in the same direction of the crankshaft, will be permitted.
- Water pump impellers may be altered.
- Coolant flow must be in the same direction as the approved production engine.
- Only standard production V-type or flat type V-ribbed belts and pulleys will be permitted.

RADIATOR:

- The radiator must remain stock appearing and remain standard position not to exceed two inches from vertical.
- Radiator dust or shaker screens will be permitted.
- Radiator installation must be acceptable to PRA Officials.
- The radiator overflow tube may be in the rear cowl area ahead of the windshield directed rearward or may be relocated to the rear of the car.
- A rectangular shaped metal or flexible rubber and/or plastic type air box, the width of the radiator must be attached from the front of the bumper cover to the trailing edge of the radiator. The bottom and the sides of the air box must be straight and acceptable to PRA Officials. Installation of air directional devices, under pans, baffles, dividers, shields, or the like will not be permitted in the grille or duct work back to the radiator. Any part or component of the car that has been installed or modified to enhance aerodynamic performance will not be permitted. All air that enters the grille area must flow through the radiator core.
- All radiator cooling tubes must be operational. All cooling fins must be evenly spaced top to bottom and side to side and must remain at a 90-degree angle to side tanks. The spacing and width must be acceptable to Tour Officials.
- Radiator cores and tanks must be constructed from aluminum material. The radiator core must be a standard automotive fin and tube design accepted by Tour Officials. Bar and plate radiator cores will not be permitted. Radiator tanks must be installed on the sides of the radiator core only.

FAN:

- Engine-driven fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type fans will not be permitted.
- Electric engine cooling fans are optional. When an electric fan is used, it must be mounted parallel to the radiator.
- When an engine-driven fan is used, it must be standard magnetic steel or plastic fan with a min of four (4) blades. Removal of the fan blades or fan belt will not be permitted

ENGINE LUBRICATION:

- Any oil is permissible. Combustion enhancing additives will not be permitted.
- Dry sump or air over systems will not be permitted. Oil drain line will not be permitted.
- Inside valve cover oiling systems will not be permitted.
- Heating pads, blankets or any other heating devices will not be permitted for warming the oiling system.

ENGINE EXHAUST SYSTEM:

The exhaust systems and components must be acceptable to PRA Officials and meet the following minimum requirements.

EXHAUST MANIFOLD:

Any header style legal. Drop down or 180-degree (crossover) style

EXHAUST PIPES:

- Exhaust pipes from the exhaust header collector maximum of four inches or a minimum of three inches outside diameter but must be the same diameter the entire length. Only round exhaust pipes will be permitted but may be flattened to an oval shape a minimum of 1-1/2 inches high.
- The exhaust pipe must exit the collector pipe and turn either right or left and may join into one pipe that must exit the car either beneath or on top of the frame rail. When the two exhaust pipes into one system is used, all exhaust pipes must be routed beneath the transmission and exit to the outside of the car, with a single pipe only, behind the driver and in front of the rear wheels
- Exhaust pipes must be made of magnetic steel, fastened to the header collector and to the frame in a secure manner acceptable to PRA Officials.
- Thermal wrap will not be permitted on the exhaust pipes, except under the driver compartment

ELECTRICAL SYSTEMS:

All ignition systems must be acceptable to PRA Officials.

Ignition System

- Electronic distributors will be permitted. All electronic distributors must be stock type housings, equipped with a magnetic pick up, gear driven, and located in the stock position.
- Single or dual point camshaft driven distributors will be permitted.
- Modifications to ignition amplifier boxes will not be permitted. PRA Officials may use ignition amplifier boxes provided by respective manufacturer as a guide in determining modifications to the unit.
- Computerized, multi coil, dual electronic firing module amplifier box, or crank trigger systems will not be permitted. Magnetos will not be permitted.
- Adjustable timing controls will not be permitted.
- Retard or delay devices will not be permitted.
- External RPM limiters will not be permitted unless an ignition amplifier box is not used.
- Accessories to regulate the power supply will not be permitted.
- The ignition amplifier box must have a six-pin female connector attached to its output leads of the Packard Electric type (MSD part #8170) to facilitate manual operation during inspection. The wiring sequence must be the same as General Motors or ignition amplifier.
- A heavy red wire (positive to the battery) and a heavy black wire (negative to the ground) will be permitted. No other wires are permitted to enter or exit the amplifier box.
- All ignition wiring harnesses, switches, and connectors must be acceptable to PRA Officials. All wiring must be point to point and each wiring connection must be easily traceable and removable from the car for inspection purposes. Ignition system wiring should remain viable and accessible. Taping wires together, heat shrink wrap, and / or banded wire looms should not be used.
- PRA Officials may, at their discretion, inspect, test, and / or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.
- All connectors must allow for the application of a sealing device applied by PRA Officials.

SPARK PLUGS: Any make or brand of spark plug may be used.

ALTERNATOR:

The alternator system when used must be mounted on the front of the engine in the standard location with the center of the alternator higher than the center of the of the water pump and must not exceed 14.9 volts of output.

STARTER:

The self-starter must be in working order and may be forward or rear mounted. Only OEM type production starters will be permitted. After the race is underway, cars may be started by hand pushing in the pit area only but under no circumstances is any car permitted to be rolled onto the racetrack from the pit area during race.

BATTERY:

Battery must be located between frame rails, between front and rear tires. Only one standard 12 Volt battery not to exceed 13.5 volts. No accessories to regulate power will be permitted.

SWITCH LOCATIONS:

All electrical switches must be operable and located within reach of the driver. The labeled on / off rotary type master switch with "on" being in the clockwise direction, must be located at or on the front of the dash panel in the center. The on / off switch must be wired to the battery cable in a manner that would cut off all electrical power in the car. Only one switch mounted on the dash panel and labeled "brake cooling fans" and "on / off" may be used to operate the brake cooling fans.

ACCESSORIES:

Except as provided below, cars and drivers will not be permitted to carry on board computers, automated electronic recording devices, electronically actuated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, even if inoperable or incomplete. Competitors will not be permitted to have or have had on his / her possession or in his / her car a device(s) at Event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.

DRIVE TRAIN:

The drive train system and components must be acceptable to PRA Officials and meet the following requirements.

CLUTCH:

- Only mechanical foot pedal, cable or hydraulic operated clutches will be permitted. Pneumatic assisted clutches will not be permitted.
- The clutch assembly must be bolted to the flywheel located inside the bell housing.
- Multiple disc clutches will be permitted up to a maximum of three discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be push type design.
- The minimum clutch disc diameter is 5-1/2 inches.
- Clutches must be a positive engagement design. Slider or slipper clutch designs will not be permitted.
- Only solid magnetic steel discs and solid magnetic steel floater plates will be permitted.

FLYWHEEL:

Only a magnetic steel flywheel, will be permitted.

TRANSMISSION:

And 2, 3 or 4 speed transmission are permitted. Two forward and one reverse gear must be working.

DRIVE SHAFT:

- The drive shaft, universal joints, and yolks must be magnetic steel and be similar in design to the standard production type.
- The drive shaft must be made of one-piece magnetic steel and must be 2" or more in diameter
- Two 360-degree solid magnetic steel brackets, with no holes or slots, a minimum of 2 inches in width and 0.250 inches thick, must be mounted around the drive shaft. The front bracket must be welded to the rear suspension crossmember and the rear bracket must be welded or bolted, with a minimum of two 3/8-inch diameter bolts on each side, to the horizontal tunnel bar.

BELL HOUSING:

- Only metallic bell housings will be permitted.
- Bell housing must be the same design as an OEM-type production type bell housing. The bottom of the bell housing may be cut off horizontally, maximum of one inch below the bottom of the transmission. Cutting on the sides of the bell housing above this cut will not be permitted.
- Holes and/or other modifications that, in the judgment of PRA Officials, for weight reduction, will not be permitted.
- The starter mounting position must remain on the right side.

REAR AXLE:

The axle housing must be centered between the frame rails (+/-) 0.50 inch.

ANY QUICKCHANGE STYLE OR FORD 9" STYLE REAR END ASSEMBLY MAY BE USED

- External oil pumps and coolers will not be permitted.
- Heating pads, blankets or any other heating device will not be permitted.

FUEL:

SUNOCO Race Fuel is the "Official Fuel" of the PRA.

- The "Official Fuel" will be supplied on-site at all PRA events and must be used for practice, qualifying and the race exactly as supplied by official supplier. The Competitor be responsible for any and all fuel purchased in bulk and must pass a fuel tech inspection.
- The driver will be required to purchase a minimum of 10 gallons of SUNOCO Racing fuel per Event.
- PRA has the right to sample a competitor's fuel at any time during the event. Samples will be impounded for observation and/or testing by PRA or an outside laboratory.
- Fuel samples will be tested to the manufactured specification
- Officials will use a sample of the actual fuel provided at the track by the fuel supplier to determine whether the fuel used by a competitor conforms to the specifications in the rulebook.
- Any blending and/or mixing of fuels either of or not of the approved fuels are not permitted.

- No MTBE, ethers, alcohols, ethanol's, nitrogen, nitro compounds, performance additives or other oxygenates may be blended or introduced into the inductions or fuel supply, either at the fuel cell or upstream in the fuel system.
- All competitors must prominently display a SONOCO Racing Fuel patch on his/her driving suit and displays Sunoco Racing Fuel decal on both sides of the car in a location specified by PRA.

FUEL CELL:

- The use of a manufactured fuel cell acceptable to PRA Officials must be used.
- Maximum of 22-gal fuel cell required. Fuel cell must be inside the body. Bladder age, maximum 5 years from the date of manufacture. No plastic fuel cells. Fuel cell must be centered with driveline of the car. The bladder must have rollover check valve in fill plate.
- A fuel vent flap is recommended for all tracks
- No fuel lines are not permitted with-in driver's compartment, routing must be acceptable to PRA Officials.
- Fuel cell / tanks must be vented to the outside of the body through the rear panel.

IDENTIFICATION AND LETTERING:

- Cars must be numbered. PRA will be assigned, registered, and approved a car's number. Numbers must be affixed on both doors and on roof 18" minimum height. Roof number must be read from the driver's side of the car.
- Car number must be affixed on the right rear and on the right front. Numbers must be legible as determined by the Race Director.
- Numbers will be distinctly contrasting to the color of the car.
- Maximum two-digit numbers - **NO DUPLICATE NUMBERS ALLOWED.**
- Cars must be neatly painted. No obscenity or other derogatory items will be allowed.
- Cars must display contingency sponsor's stickers to be eligible for contingency awards in the locations designated by PRA.

SAFETY REQUIREMENTS:

IT IS THE RESPONSIBILITY OF THE DRIVER, NOT THE TOUR OFFICIALS OR PRESENTATIVES, THE PROMOTER OR TRACK REPRESENTATIVES, TO ENSURE THAT HIS/HER SAFETY DEVICES / SYSTEMS ARE APPROVED, CORRECTLY INSTALLED, MAINTAINED, PROPERLY USED.

- Cars must have a steel roll cage.
- Minimum of 1.00" OD x .090" tubing.
- Four horizontal bars are mandatory on the both door, three on the passenger's side.
- Roll cage must be welded securely to the frame.
- Threaded pipe, pipe fittings, and lap weld pipe are not permitted.
- The front and rear firewalls, and the drive shaft tunnel must be fully enclosed. Made of magnetic steel with a .024" minimum thickness.

PERSONAL PROTECTION EQUIPMENT:

- A fire suit is mandatory. It must be Nomex material, double-layer, clean, and in good condition.
- SFI rated fire retardant gloves and shoes required at all times while in the car.

- A full-face helmet is mandatory and must be a minimum Snell SA 2005.
- Hans, Hutchins II, Hutchins Hybrid or NecksGen devices are the mandatory Head and Neck Restraints and must be SFI approved. Head and Neck Restraints are MANDATORY EVERYTIME a driver is on the racetrack.
- A fire extinguisher in working order and mounted within reach of the driver is mandatory. On board fire suppression systems are recommended.
- Two throttle springs mandatory and subject to PRA approval.
- Toe strap on foot throttle mandatory.
- Aluminum racing seat required. The seat will be bolted to frame with six (6) 3/8" bolts with a minimum of 1.00" OD flat washers .085" minimum thickness 3/8" USS Lawson "Tuff Torq", or equivalent.
- Four (4) bolts through the floor of the seat and two (2) on though back seat frames must be mounted securely to the roll cage.
- Right side headrest mandatory.
- Choice of an approved left side headrest, or auxiliary net mandatory.
- Must have a minimum of a quick release 5-point seat belt with a 3.00" minimum width. Seat belts must be securely mounted to the frame or roll cage. Belts must not be more than three (3) years old. No visible wear or tears allowed.
- All bars in reach of the driver must be padded with a fire-resistant padding. No foam rubber permitted.
- Must pass PRA Technical Inspection A window net is mandatory and must be web or mesh style. The net must be secured to the roll cage with two steel rods or bars, with top being of quick release design and must fall when opened. Latch must be forward and driver accessible. PRA Officials must approve condition of window net and release.
- Steering wheel centers must be padded. Steering wheel stop is mandatory on steering shaft below top mounting point. Wheel quick approved release hub is mandatory.
- All add-on weights must be securely mounted outside the driver's compartment with a minimum of two grade 5 3/8" bolts. All add-on weight(s) must be painted white with the car number on them. If add-on weight comes off during any race, the weight may not be added back to the car to make minimum weight unless approved by PRA officials. No add-on weight will be below the bottom of the frame rails.
- Car must have working water temperature and oil pressure gauges.
- Mirror allowed in middle of the car or in front of the driver. 4" Peep mirrors allowed.

RADIOS:

Two-way radios between the Driver, Crew Chief and Spotter with (1) scanner and/or radio, used to monitor Race Control, per team are MANDATORY.

PROTEST PROCEDURES:

Any protest must be submitted in writing to the PRA Official along with the appropriate fee, cash only with-in 15 minutes of the race completion. If car in question is found legal Tour will keep half the protest money and return half to the legal car. If car is found ILLEGAL, money will be split 50/50 with Tour and protester.

Protest to Engine:

- Intake--\$200.00 / Heads--\$375.00 / Camshaft -- \$400 / Bore and Stroke--\$650.00 / Crank Shaft Rods and Pistons--\$900.00 / All other components \$200
- The Tour reserves the right to inspect a car/component within one hour after the completion of the race.
- Protester must finish within 3 finishing positions of the protested car/driver to file a protest. EIRI.
- If protested competitor refuses to comply with protest, they will be immediately disqualified from

- event and receive no points or money.
- PRA-602 Super Limiteds Tour reserves the right to claim any competitor's engine at any time. A Competitor must remove the engine or be immediately suspended from all PRA Races / 602 Super Limiteds Tour for that Event. The Competitor may return to competition at next scheduled event. If a competitor denies the Tour's engine claim, they will be disqualified from the event and receive no points or money.

For Administration Questions; Entry, Membership, Payment, Points, Schedules, etc.

Admin@PRATours.com

For Technical Specifications.

CompTech@PRATours.com

WWW.PRATours.com

PRA-Prestoria Motorsports, LLC
2518 Race Track Road Extension
Sophia, NC 27350

Renee Hackett
(336) 302-5803
Renee@PRATours.com