

CLASS DESCRIPTION: This class contests the wildest all-out drag bikes in the sport today! Pro Mod is open to nitrous injected bikes, turbocharged bikes, and injected nitro bikes. The class has a diverse field of machines and is always a crowd favorite. These purpose-built machines utilize state-of-the-art tube chassis designed to put massive amounts of horsepower to the ground and, with the aid of a wheelie bar, propel them through the 1/8 mile at astonishing speeds.

DESIGNATION: The class designation is P/M. All entrants must display this designation on both sides of their motorcycle by their bike number.

FORMAT: This is a heads-up class running the eighth mile on a .400 pro tree. The class will qualify a 16-bike field and place them on a pro ladder. There will also be a "B Class" for riders that qualified 17th – 32nd and they will be placed on a separate pro ladder. No alternates will be used in either class if a rider is broken.

POINTS: This class will be a points class at all MIROCK events.

NITROUS OXIDE: Entrants allowed to run nitrous oxide may use any style nitrous system with any number of solenoids or nozzles.

ENGINE: Production-based motorcycle engines are allowed in all Pro Mod categories. In addition, approved aftermarket and automotive-based engines are also allowed. To be considered for approval, aftermarket and automotive engines must have a maximum of 4 circular cylinders, a maximum of 4 valves per cylinder, must be readily available to the general public, and must receive approval for use prior to competing in a MIROCK event.

APPROVED AFTERMARKET ENGINES:

Aftermarket V-Twins: Any 45° twin with pushrods is allowed

S&S: Billet 60° Pro Stock V-Twin Buell

Puma Engineering: 4-cylinder with factory head stud spacing (± 2 mm deviation in stud spacing from factory design)

General Motors: Ecotec 4-cylinder-Requires the use of production engine block and cylinder head castings

TURBOCHARGERS: Entrants are limited to one turbocharger. Entrants running under the 62.5mm or 70.9mm turbo designations are limited to a turbo with a maximum compressor inlet opening of 62.5mm or 70.9mm. MIROCK defines maximum turbo size as the maximum allowable diameter of the inlet housing at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbo must pass through this opening. No stepped inducer wheels permitted, the contour from the inducer to the exducer must be continuous without steps. The leading edge of inducer wheel may not exceed 62.5mm or 70.9mm, and must fit inside the 62.5mm or 70.9mm area of the inlet housing. The use of restrictor plates or stepped inlet housings in an effort to limit compressors with inducers larger than 62.5mm or 70.9mm is not acceptable. See chart at bottom of rulebook for different minimum weights and tire sizes based on turbo size.

INTERCOOLING: Combinations that are allowed the use of intercoolers may only use air-to-air intercoolers. Liquid-to-air intercoolers and cryogenic intercoolers are prohibited. Intercoolers may not be used in conjunction with methanol. Water injection is permitted.

SUPERCHARGERS: Entrants are limited to one supercharger. Supercharged entrants must utilize engine design where motor and transmission are inside same engine case.

INJECTED NITRO: Cannot be combined with a supercharger, turbocharger, or nitrous oxide.

FUEL: Any gasoline is allowed, as well as ethanol, methanol, and nitromethane in some categories. Nitrous oxide is not allowed in conjunction with nitromethane. Propylene oxide is not allowed in any category.

GASOLINE: MIROCK defines gasoline to be a complex mix of hydrocarbons, with a maximum of 25% oxygenates, and a maximum of 1% non-energetic anti-knock and/or lubricant additives. Methanol and ethanol may not be used as oxygenates or additives.

NITROUS OXIDE: Entrants must run gasoline only.

SUPERCHARGED: May run gasoline, ethanol, methanol, or 50% maximum nitro fuel.

TURBOCHARGED: May run gasoline, ethanol, or methanol.

INJECTED NITRO: 100% nitro is permitted.

CARBURETORS: Any type carburetors are permitted.

FUEL INJECTION: Any type fuel injection system is permitted.

ENGINE MANAGEMENT SYSTEMS: Engine management systems (EMS), also known as Engine Control Units (ECU) may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

TECH INSPECTION: MIROCK tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback or inline fuel injection controller, ignition system, data acquisition system, or any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software. MIROCK tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.

ECUs may not detect and may not be activated by radio transmitters, infrared, laser or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (ie radio, infrared, sonic. etc) transmit or receive information during the run to or from any source.

DATA ACQUISITION: Any electrical or mechanical device that may be used to activate, adjust, or tune any engine function based upon ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system, the track surface, or any structure of the track facilities are prohibited. Any non-contact sensor (sonic, infrared, radar, laser, etc) designed to detect or measure distance, position, or location is prohibited. The use of GPS, locator or position beacons, and locator or position transmitters is prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering or rear drive wheel/tire to measure speed, distance, or track position, is prohibited.

BRAKES: Operational front and rear brakes are mandatory and must be in safe operating condition. Brake lines must be OEM type, braided steel hose or stainless steel line. Braided steel hose is highly recommended. Brake lines are to be routed and mounted properly to insure no contact with moving parts. Carbon fiber brake pads or disks are prohibited.

WHEELIE BARS: Wheelie bars are permitted.

GROUND CLEARANCE: All bikes must have a minimum of 2" ground clearance with rider sitting on bike, straight up perpendicular to ground (oil retention blankets may be removed to pass ground clearance test) All ground clearances are to be measured with the amount of air present in the rear tire at the conclusion of the run. No rider or team member is allowed to alter the pressure, measure the pressure, or otherwise make any contact with either tire valve stem until the conclusion of the post-run technical inspection. If an entrant fails the ground clearance inspection and their rear tire pressure has dropped below 8lbs they will be allowed, upon the tech director's approval, to raise the rear tire to 8lbs and reattempt the ground clearance test.

GENERAL SAFETY: All riders must have full leathers (zipped together leathers are recommended and may be mandatory in future). All riders must have a SNELL 95 or higher full-face helmet with shield, leathers gloves, and shoes above the ankle. All motorcycles and riders must pass IHRA safety inspection. Ballistic blankets are recommended but are not required. Tether kill switches required on all entrants. Kill switch, when activated, must disable ignition, fuel pump(s) and nitrous system solenoids.

RULE REVISIONS: In order to maintain a level playing field, MIROCK will monitor the performance numbers of the numerous combinations and power adders found in this class. From time to time, it may be necessary to adjust the minimum weights to help promote class parity. Any rule revisions deemed necessary by MIROCK would be officially posted on the MIROCK website a minimum of 14 days prior to the event in which they become effective (the rulebook on the MIROCK website on the day of the event is in full effect). Any rule revision deemed necessary for the reasons of safety may be made at any time, even after the start of an event, and may be made effective immediately.

MINIMUM WEIGHT: All weights include both the bike and rider, and will be taken at the conclusion of the run.

Designation	Power Adder	Engine Type	Displacement	Fuel	Max Tire	Min Weight
PM/A	Naturally Aspirated	4-cylinder or V-Twin	Any Size	Gas Only	10" wide	550 lbs.
PM/NP	Nitrous Oxide	4-cylinder (Plain Bearing)	1800cc Max	Gas Only	11" wide	585 lbs.
PM/NR	Nitrous Oxide	4-cylinder (Roller Bearing)	1800cc Max	Gas Only	11" wide	625 lbs.
PM/VT	Nitrous Oxide	V-Twin	2640cc Max	Gas Only	11" wide	625 lbs.
PM/TA	62.5mm Max Turbo. Nitrous & Intercoolers prohibited.	4-cylinder or V-Twin	Any Size	Gas Only	11" wide	625 lbs.
PM/TB	70.9 mm Max Turbo. Intercooler ok. Nitrous prohibited.	4-cylinder or V-Twin	Any Size	Gas / Methanol	13" wide	700 lbs.
PM/TC	70.9 mm Max Turbo. Intercooler ok. Nitrous ok.	4-cylinder or V-Twin	Any Size	Gas / Methanol	13" wide	740 lbs.
PM/S	Supercharger	4-cylinder or V-Twin	Any Size	Gas / Methanol / 50% Nitro	12" wide	660 lbs.
PM/IN	Injected Nitro	4-cylinder or V-Twin	Any Size	Gas / Methanol / 100% Nitro	14" wide	720 lbs.