

SNRA

Scale National Racing Association

2010/2011 Official Rule Book

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2010/2011 SNRA Rules

Effective Date January 1, 2010

SNRA Bracket Race Rules

Maximum dial in is

1/4 mile 3.00

1000 ft 1.800

1/8 mile 1.200

Lane Choice in each round is determined by the name called 1st. 1st person called is placed in the left lane. In the event of a by run driver has lane choice.

General Guideline Rules

All bodies must be securely attached to car. All components of car must be secure.

All door cars must have a front and rear window.

All vehicles must have an interior, either a printed interior card or a 3-d driver interior.

All cars must have 4 wheels and tires, o-rings on front wheels must be black.

All bikes or trikes must have all wheels and tires, all front tires must have black o-rings

Any car determined unsafe by the race director or the track owner may be thrown out of competition at any time.

No car may be longer than 16 inches.

When adding weight, the weight needs to be secured with either super glue or tape. If a weight falls out, the car will be removed from competition.

Index Racing

Super Comp (S/C) 1/4 mile 8.90, 1000 ft 7.40, 1/8 mile 5.40

Super Gas (S/G) 1/4 mile 9.90, 1000 ft 8.40, 1/8 mile 6.40

Super Street (S/S) 1/4 mile 10.90, 1000 ft 9.40, **1/8 mile** 7.40

Top Dragster (T/D) 1/4 mile 8.50 or faster, 1000 ft 7.00 or faster, **1/8 mile** 5.00 or faster
(Dragster only 16 or 32 car field)

Street 1/4 mile 12.90, 1000 ft 10.90, **1/8 mile** 9.40

SNRA National Event Track Settings

Track Dimensions:

1/4 Mile tracks – 55' from start sensor to finish sensor

1000 ft tracks – 41' 8" from start sensor to finish sensor

1/8 Mile tracks – 27' 6" from start sensor to finish sensor

Timing System:

When using Track Mate System the Pro Tree will be left at .4 and the Full Tree will be left at .5.
The speed multiplier must be at 1.2.

At any time any SNRA official may check the track settings.

Tech Inspection

All cars will be brought for tech inspection prior to qualifying. Cars are to be brought up with the body removed and the body must accompany the race ready Chassis. Spare motors are to be brought up at this time also to be inspected and marked and sealed. Competitors will be allowed 3 motors per class entry, 1 in the car and 2 for back up only. At no time during the race will a motor be legal unless it has been inspected and sealed by the Tech Officials. Once eliminations have started you cannot change the motor in any car without notifying a Tech Official. Controllers are to be brought up at the same time as the first car being teched in. You will be given an approval sticker stating your controller has been deemed legal for the event. If any part of your controller is enclosed, racer is to be prepared to open enclosure for inspection for illegal devices. Top 6 qualifying cars in each class will be impounded after qualifying for inspection to ensure they are legality. Top 3 cars will be impounded after the conclusion of each class to ensure they are legal. A tech box has been assembled consisting of manufactured components bought through major distribution companies to compare competitor's equipment to ensure it is mass produced commonly available products except in the classes which do not require these products.

Protest Procedures

All protests must be submitted to the race director with fees, in writing with the exception of buying a look.

Buying a look

A protest fee of \$20.00 will be charged for buying a look. The protestor must present a verbal protest to the race director with the \$20.00 fee. The car in question will be immediately impounded. In the presence of the car owner/ driver, race director, and the protestor, the car is turned over to the protestor for a visual inspection only. The body may be removed, except when it may damage the car in question. The only tools allowed during the inspection are calipers and/or a magnifier. The protestor may inspect the car for no longer than 3 minutes at which time it must be returned to the race director. The protestor may at that time file a formal protest, in writing w/ fees to the race director.

Formal Protest

A formal protest must be presented to the race director in writing with fees. The car / component in question will be marked for tear down after competition. Components marked for protest may not be tampered with in any way.

The race director will impound all cars/components marked for protest immediately after elimination from competition. Car/component will then be disassembled as needed for inspection. If the car/components in question are found to conform to rules, the car owner/driver is awarded the protest fee for damages incurred during inspection.

If the car/components are found to be outside the rules, the components are impounded and the protest fee is returned to the protester.

If the protest inspection reveals a motor out of specifications, the competitor shall be banned from SNRA competitive events for one year.

Fees

Complete motor tear down for visual inspection only - \$45.00, plus cost of replacement motor if said motor is found to be legal.

Armature disassembly – 2 times retail value of component in question.

Bushing set-up disassembly - \$50.00 (magnet removal)

Bearing set up disassembly - \$70.00 (magnet removal)

Any competitor that is protested and refused to allow his car/component to be inspected and/or torn apart, will immediately lose all entry fees paid and prize monies won and will be ejected from further competition. The competitor shall also be banned from SNRA events for a period of one year.

Class Racing General Rules and Regulations

Cars are to be 1/24th or 1/25th scale.

Cars may not be more than 3.25" wide at any point.

Must have 2 front and 2 rear wheels with black rubber tires.

- Rear tire minimum diameter .950"

- Front tire minimum diameter .750" unless specified in class rules

- Front wheel must rotate on axle

- Front wheel must be mounted vertical to track surface. Front wheel must project below the chassis.

Minimum clearance is 0.063" to track at any point, excluding tire.

Unless specific class rules permit otherwise. All cars shall contain a suitably detailed, 1/24th or 1/25th scale, full-coverage interior with, at minimum, a three dimensional (3-D) driver with helmet, shoulders, arms, and steering wheel. The interior shall be mounted in the original cockpit position at all times during qualifying and racing, and shall be opaque or painted.

During event, drivers will be called to the starting line in pairs and an additional pair will be called to the starting line for standby. Once starting line is clear, driver will have one minute to stage for free standing track and one minute and 30 seconds for wall mounted track.

No one except driver is allowed in area from "Christmas" tree to starting line, driver must set up his/her own car. The race director may modify this rule at his/her discretion.

Handicapped participants may have assistance setting up his/her car.

A particular car may be entered only once in a given class.

Driver shall enter no more than two cars in each "heads-up" class.

Any component, except original chassis and body may be replaced at any time. If significantly damaged, a body may be changed with approval & supervision of tech director. Switching of original chassis prohibited.

If driver is found to have switched chassis he will be disqualified from events as determine by the race officials.

Any car determined a hazard to other racers or spectators can be disqualified from competition.

A competitor with mechanical problems during pre-staging may receive a one minute period in which to correct the problem. Once the one minute break time has expired you will have once minute to stage the car. Proof of breakage must be presented to race director. Car must break on the starting line. A car wired backwards does not constitute a breakage.

If contestant's car is found to be underweight on first qualifying session, the contestant will be allowed to participate in second qualifying session. If light on both qualifying sessions the driver will go to the bottom of the ladder. If a contestant's car is found to be underweight during eliminations the contestant is disqualified and his/her opponent is given the win if the opponent staged a class legal vehicle and received the start signal.

In a situation where a driver is making a single run, he/she will be considered the winner once the driver stages a class legal car and receives the start signal. A driver may "pass" on a "bye" run but the driver will lose lane choice on the next round.

Car and/or driver can be disqualified for rules infractions at any point during the event including bye or single runs.

In any round of eliminations where there is an odd number of cars, bye runs will be awarded according to official pairings for eliminations determined by official ladders. Race director is to determine pairings and bye runs in non-qualified fields.

In all heads-up categories, lane choice is determined by elapsed times. The contestant with the best qualifying E.T. gets first round lane choice, and in subsequent rounds, lane choice goes to the lowest E.T. of the pairing in the previous round.

Qualifying passes will be in alternate lanes.

In event of two identical qualifying times, faster MPH will break tie for qualifying position. If tie still exists, best reaction time will break tie.

Qualifying and racing voltage for all classes shall be limited to a range of 16.0 to 16.2 (maximum) volts. This voltage is to be measured at the braid unloaded, without cars on the track using accurate digital voltmeter to record the values.

No controller, choke, or push-button system used by competitors in class, index, or bracket competition shall add any power, beyond that which is supplied by the track power supply, to the track in anyway. Additionally, said devices shall not be capable of electronically or mechanically actuating and/or delaying reaction times in the manner of a full-sized "delay box" or "crossover box". To this end, the race director and/or tech inspector may require the disassembly of any box enclosing one or more relays and its/their attendant batteries to determine compliance with these rules.

All elimination runs are subject to the first or worse rule. When this occurs, the driver committing the worst violation is eliminated. Should driver receive a red-light foul start, and the opposing driver cross the boundary line or hit side guardrail, the latter infraction prevails and the driver committing the red-light start will be reinstated. If one car crosses and causes the other to deslot, the car causing the crash will be disqualified. As long car remains in lane, car will not be disqualified. Driver is not to touch car until decision is made by race director.

At completion of event, winner and runner up will be impounded for thorough tech inspection.

Participant Responsibility

Each participant is responsible to ensure that any vehicle entered meets the rules for the class. (Examples: body modifications, track clearance, spoilers, interior, windows, etc.)

The participant should review each component of the entered vehicle for conformance to the rules.

(Examples: armature diameter, correct for the class, stack length, tire dimensions, etc.)

It is not the responsibility of SNRA or it's officials nor is it the responsibility of the participating track nor it's employees to ensure the continuing legality of a competitors entry after initial technical inspection. The competitor is at all times during competition solely responsible for the legality of his/her entry.

Car and driver may be disqualified and/or banned from future SNRA events for unsportsmanlike conduct, unacceptable language, or intoxication.

Any car may be re-inspected by the technical director at any time. If the motor is found to be out of specification during the post race disassembly inspection, the competitor shall be banned from competitive events. This suspension shall last for one year from the date of the infraction.

By the use of SNRA Rules and competing in an event run under said rules, a competitor accepts, without exception all rules, regulations and penalties provided fir within said rules.

Body Rules

General

Design must resemble 1:1 production vehicle or a specialized vehicle competing in organized drag races. Wheel base must conform to original openings on body. Must be scale appearing.

All windows must be clear or lightly tinted. Door slammer type cars are required to have a rear window. Side windows may be open. Dragsters and Roadsters are not required to have a windshield.

Chassis must be completely covered when viewing from above. Body must cover guide flag and tires when viewed from above (excluding dragsters, altered, old gasser types). If body is attached to chassis through front, attachment "prongs" may not extend beyond body to present a hazard.

Air control devices must conform to scale appearance. No connecting wings or side dams. Diplanes must be no longer than .500" from forward most point of body tip of diplane.

Lexan Bodies

Lexan bodies must be fully painted.

Wheel well openings on all lexan bodies must be clear or cut to horizontal center line of wheel.

All rear panels of the bodies shall be cut no higher than .750" for lexan doorslammer types, .500" for lexan funny car types, measured from the top of the highest point in center rear of body and measured vertically. Venting of the rear panel is prohibited. AA/FC and TG/FC may have the rear panel removed. Rear of car must be cut so that bumper line is parallel to track surface. Body may be clearance for wheelie bar supports. The amount of clearance may vary a reasonable amount in the judgment of the event tech director.

Hardshell Bodies

Wheel well openings on hard shell or resin bodies may not be covered.

Injection molded kit windows may be replaced with vacuum formed and/ or clear sheet plastic windows.

In classes that permit hood scoops, only injected molded, resin cast or scoops scratch-built from sheet plastic are permitted.

Painted rear windows are permitted in the Pro Mod and Pro Outlaw classes.

Resin Cast Bodies

The SNRA recognizes that one of the fun things about slot car drag racing is the building of that killer car. There are several classes that encourage body modifications: Pro Mod and Pro Outlaw.

However most Hardshell classes call for stock bodies and strictly limit body modifications.

Some stock type bodies are no longer available or may have never been produced by the model or resin cast industry.

To insure that new bodies, intended for scale classes, produced by a resin caster are accurate and to scale, approval of the new body must be obtained. Scale classes are: Super Stock A (ss/a), Super Stock D (ss/D), Grand Touring D (gt/d), Sports Compact (sp/c), Mountain Motor Pro Stock Truck (mm/pst), Nostalgia Pro Stock (n/ps), Mountain Motor Pro Stock (mm/ps).

Bodies for approval shall be submitted at no cost to SNRA. Approved bodies shall be retained by the SNRA for future reference. Unapproved bodies will be returned to the supplies.

Hard shell bodies are to be submitted to:

Bill Curtis
TSS Hobbies and Slotcar Raceway
2055 Rawsonville Rd
Belleville, MI 48111
tsshobbies@yahoo.com
734-487-8410

Bodies may be submitted at any time during the year.

General Motor Rules

C & D Can Rules

Only OEM* factory C & D cans are legal. After-market* cans are not permitted. Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing/bearing holes may be enlarged for alignment. Bushings/bearings may be soldred in place. Cans may not be split and re-welded. The OEM* factory weld must remain intact. The OEM* factory weld must be visible. No aluminum end bells allowed. All cans must be available through standard distribution channels. Inside dimensions are defined as:

C-can specs (maximum)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

D-can specs (minimum)

A. Length: 0.950 inches

B. Width: 0.875 inches

C. Height: 0.600 inches

Magnet Rules

Only OEM* factory magnets are allowed. Magnets must be available in production motors and through standard distribution channels. After-market* magnets are not allowed. Magnets may not be altered in any way from their OEM* factory configuration. They may be ID honed for armature clearance only. Magnets may contain any number of segments that the class allows. Magnets may not contain any Rare Earth materials. Magnet dimensions are as follows: C cans: .510L x .565H x .170T +/- 10% Magnets shall have a retail price restriction of \$35.00 per pair.

*OEM factory means the parts are available from a manufacturer as standard equipment on complete motors. A minimum of 200 motors must be available to Defined Distributors for resale to tracks to be considered an OEM part. All individual components must be available through standard distribution channels. *After-market means any part that is produced by a manufacturer that is not available in a production motor, but is only available as a separate component. Any part that does not meet the OEM factory definition will be considered an after-market part.

Approved Drag Racing Components

Components subject to sanctioning body approval.

Cans

Magnets

Armatures

Bodies

Components must be submitted on or before April 1st for approval. All approved components must be in production and available to Distributors on or before June 1st. Should any component become unavailable through standard distribution channels for any reason for an extended period of time (4 months), said component will be ruled illegal for the up-coming season. Said component will have to be re-submitted for re-approval before being allowed back into competition. (Exception: Manufacturer pre-notification to this ruling body of production problems or issues.)

The following companies are defined as distributors:

CRAWLEY DISTRIBUTION: SPRING HILL, FL

EAGLE DISTRIBUTING: ENID, OK

ERI DISTRIBUTING: CONGERS, NY

REH DISTRIBUTING: CINCINNATI, OH

SLOT CAR WAREHOUSE DISTRIBUTION: LIVERMORE, CA/ RENO, NV

USA RACEWAYS DISTRIBUTING: DANBURY, CT

Motor Specifications

S16D

Set-up: Must be a production D-can available as OEM* or production motors (per general motor rules). Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment. Bushing may be soldered in place. Cans may not be split and re-welded. The OEM* factory weld must remain intact. The OEM* factory weld must be visible.

Armature: Any production S16D armature may be used. Must be 60 turns machine wound in series 28-gauge wire (.0125 min and .0127 max wire size). Stack dimensions are .513 min diameter and .480 min length. Must be tagged by the manufacture to be identified as a s16d arm and be available through standard distribution channels,

No ball bearings allowed. Any D-can production endbell may be used. The endbell may not be modified in any way to improve performance. The endbell may be shortened to remove excess

material around the bearing area. Any production hardware that bolts in to the original mounting holes may be used.

Any production OEM* S16D magnet may be used. After-market* magnets are not allowed at this time. Magnets may be shimmed and epoxied in place. Magnets may be honed. Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used. Shunt wire is allowed.

Econo S16D Pro Slot PS 2001

Set-Up: Must be a production/replacement Speed FX D-can available as OEM*. Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment. Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible. Bushings may be soldered/glued in place. Bushings may not be altered. Factory FX bushings must be used. No bearings allowed. Endbell screws may be replaced. 2-56 machine screws may not be used for endbell mounting. 2-56 machine screws are allowed to fasten the motor to the chassis. Production/replacement Speed FX endbell may be used. The endbell magnet locators may be removed. No other endbell modifications allowed. Magnet clips must be retained in can. Production Speed FX brush hardware must be used. Magnet air gap minimum is .570. Speed FX magnets only. After-market* magnets are not allowed. Magnets must be held in place with superglue but may not act as a shim to reduce air gap. Magnets may not be shimmed, honed, or held with epoxy.

Armature: Production/replacement Pro Slot Kelly Speed FX S16D armature must be used. Must be factory wound 60 turns in series of 28-gauge wire (.0125 min and .0127 max wire size). Hand wound arms prohibited. Stack dimensions are .520 min. diameter and .490 min. length. Grinding prohibited. Minimum resistance numbers 360-370. Meters vary and these numbers will be used as a guide. May be rebalanced. No timing adjustments allowed. May removed factory arm shims and be re-shimmed. Must have factory dye. Any production brushes and brush springs may be used.

SpeedFX S16D Ball Bearing

Set-Up: Must be a production/replacement Speed FX D-can available as OEM*. Cans may not be modified in any way, except may be re-sized to OEM* specs & ball bearing holes may be

enlarged for ball bearing alignment. Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible. Ball bearings may be soldered/glued in place. Ball bearings may not be altered. Endbell screws may be replaced. 2-56 machine screws may not be used for endbell mounting. 2-56 machine screws are allowed to fasten the motor to the chassis. Production/replacement Speed FX endbell may be used. No endbell modifications allowed. Magnet clips must be retained in can. Production Speed FX brush hardware must be used. Magnet air gap minimum is .570. Speed FX magnets only. After-market* magnets are not allowed. Magnets must be held in place with superglue but may not act as a shim to reduce air gap. Magnets may not be shimmed, honed, or held with epoxy. Must have shunt wires attached to the brushes.

Armature: Production/replacement Pro Slot Kelly Speed FX S16D armature must be used. Must be factory wound 60 turns in series of 28-gauge wire (.0125 min and .0127 max wire size). Hand wound arms prohibited. Stack dimensions are .520 min. diameter and .490 min. length. Grinding prohibited. Minimum resistance numbers 360-370. Meters vary and these numbers will be used as a guide. May be rebalanced. No timing adjustments allowed. May remove factory arm shims and be re-shimmed. Must have factory dye. Any production brushes and brush springs may be used.

S16C

Set-up: Must be a production C-can available as OEM* or production motors (per general motor rules). Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment. Bushings may be soldered into place. Cans may not be split and re-welded. The OEM* factory weld must remain intact. The OEM* factory weld must be visible. No ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting). Any production hardware that bolts into original mounting holes may be used.

Any production OEM* S16C magnet may be used. Quad magnets may not be used. After-market magnets are not allowed. Magnets may be shimmed and epoxied in place. Magnets may be honed. Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used. Shunt wire is allowed.

Armature: Any production S16C armature may be used. Must be 55 turns machine wound in series 28-gauge wire (.0125 min and .0127 max wire size). Stack dimensions are .510 min diameter & .485 min length. Armature must be tagged by the manufacture to be identified as a S16C arm and be available through standard distribution channels.

Grp-12

Set-up: Must be a production C-can available as OEM* or production motors (per general motor rules). Cans may not be modified in any way, except to be resized to OEM specs & bushing holes may be enlarged for bushing alignment. Bushings may be soldered in place. Cans may not be split and re-welded. The OEM* factory weld must remain intact. The OEM factory weld must be visible. Ball bearings allowed.

Any C-can production endbell may be used. The endbell may not be modified in any way (no grinding, shortening, lightening, or venting). Any production hardware that bolts into the original mounting holes may be used.

Any production magnet may be used. Quad magnets may be used. After-market magnets are not allowed. Magnets may be shimmed and epoxied in place. Magnets may be honed. Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used. Shunt wire is allowed.

Armature: Any production grp-12 armature may be used. Must be 50 turns machine wound in series 29-gauge wire (.0112 min and .0114 max wire size). Stack dimensions are .510 min diameter & .350 min length. Armature must be tagged by the manufacture to be identified as a grp-12 arm and be available through standard distribution channels.

Grp-20

Set-up: Must be a production C-can available as OEM* or production motors (per general motor rules). Cans may not be modified in any way, except to be resized to OEM specs & bushing holes may be enlarged for bushing alignment. Bushings may be soldered in place. Cans may not be split and re-welded. The OEM* factory weld must remain intact. The OEM factory weld must be visible. Ball bearings allowed.

Any C-can production endbell may be used. The endbell may not be modified in any way (no grinding, shortening, lightening, or venting). Any production hardware that bolts into the original mounting hole may be used.

Any production magnet may be used. Quad magnets may be used. After-market magnets are not allowed. Magnets may be shimmed and epoxied in place. Magnets may be honed. Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used. Shunt wire is allowed.

Armature: Any production Grp-20 armature may be used. Must be 38 turns machine wound in series 27-gauge wire (.0141 min. and .0143 max wire size). Stack dimensions are .510 min diameter & .440 min length. Armature must be tagged by the manufacture to be identified as a grp 20 and be available through standard distribution channels.

Top Gun

Set Up: Must be production C-can available as OEM* or production motors (per general motor rules). Cans may not be modified in any way, except to be re-sized to OEM* specs and bushing holes may be enlarged for bushing alignment. Bushins may be soldered in place. Cans may not be split and re-welded. The OEM* factory weld must remain intact. The OEM* factory weld must be visible. Ball bearings allowed.

Any C-can production endbell may be used. The endbell may not be modified in any way (no grinding, shortening, lightening, or venting). Any production hardware that will bolt to original locations may be used.

Any production magnet may be used. Up to 6 segment magnets are allowed. Magnets may be shimmed and epoxied in place. Magnets may be honed. Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used. Shunt wire is allowed.

Armature: Any open style armature may be used. Must be .485 minimum in diameter. Armature may be any wind and any stack length.

Sportsman Motor

Sportsman Grp-20 Big Block 550 Pro Slot PS-101

Set-up: TBD

Armature: TBD

Grp-20 & Grp-12

Set-up: Must be a single magnet production C-can available as OEM* or production motors (per general motor rules). Cans may not be modified in any way, except to be resized to OEM specs & bushing holes may be enlarged for bushing alignment. Bushings may be soldered in place. Bushings must be of the original type as supplied by the manufacture. Cans may not be split and re-welded. The OEM* factory weld must remain intact. The OEM factory weld must be visible.

The endbell used must be from the same manufacture as the can. The endbell may not be modified in any way (no grinding, shortening, lightening, or venting). Any production hardware that bolts into the original mounting hole may be used.

Any production OEM* single magnet may be used. Quad magnets may not be used. Magnets may not be shimmed. Magnets may be held in place with super glue type material but JB Weld type materials are prohibited. Magnets may be honed only to a minimum inner diameter of .523. Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used. No shunt wires permitted.

Armature: Any production Grp-20 or Grp-12 armature may be used. Grp-12 must be 50 turns machine wound in series 29-guage wire (.0122 min to .0114 max wire size). Grp-20 must be 38 turns machine wound in 27-guage wire (.0141 min to .0143 max wire size). Stack dimensions are .513 min diameter & .350 (X-142) & .440 (Grp-20) min length. Armatures must be tagged by the manufacture to identified as a group 12 or 20 armature and be available through standard distribution channels.

Neo-Motor

Set-up: C-Can

Armature: Any

Cobalt Motor Specifications

Grp-27

Set-up: Unlimited

Armature: Any production Grp-27 armature may be used. Must be 38 turns wound in series 27-gauge wire (.0141 min to .0143 max wire size). Stack dimensions are any diameter & .440 min length. Must be tagged by the manufacturer as a group 27 armature and be available through standard distribution channels.

Grp-7

Set-up: Unlimited

Armature: Any.

SNRA Official Classes

Edge FCR

Rules and Specs

Guide Flag- All cars must use only one guide flag (#70222 graphite) per car. Guide, guide nut, & lead wire clips may be changed & or added. May also use guide spacers.

Replacement Parts- Any small component or assemblies may be changed or replaced during racing except for original chassis and body.

Motor- Must only be Parma # 502 Super 16D motor, no modifications.

Chassis- Must use Parma # 582 chassis only, may solder or glue adjustable bushings only, no other modification, soldering, cutting, or bracing.

Body- mount must be Parma 643 for mounting only.

Weight- All cars must have a minimum weight of 108 grams. Each round winner will be weighed.

Gears- May change crown gear (see approved list) but must use stock Parma 9 tooth pinion (#520D)

Axles and Tires- All cars must use approved FCR tires and axles only. Rears tires must be Parma #70711 only. Front tires must be Parma # 672B only. Wheelie wheels must be Parma # 677 only. Must use 1/8 axles only.

Body- Must used Parma trimmed Lexan bodies only with no modifications (see attached approved list)

Controller- House supplied controllers only.

Approved Parts List

Chassis – FCR # 582 1/24 Edge Chassis

RTR Chassis # 452 Edge RTR Chassis w/out body

RTR complete car -

#452A 69 Camaro Top Sportsman RTR
#452B Ford Mustang Top Sportsman RTR
#452F Ford Escort ProStock RTR
#452G Dodge Stratus ProStock RTR

Bodies- 1/24 Drag Bodies

#992C 69 Camaro Clear .015
#992CP 69 Camaro Painted and trimmed .015
#993C Mustang Clear .015
#993CP Mustang Painted and trimmed .015
#1002C Dodge Stratus Clear .015
#1002CP Dodge Stratus Painted and trimmed .015
#1003C Ford Escort Clear .015
#1003CP Ford Escort Painted and trimmed .015
#1004C 01 Firebird Clear .015
#1005C 01 Camaro Clear .015
991C 38 ProMod Clear .015
#991CP 38 ProMod Painted and trimmed .015

King Crown Gears

#70146 26 tooth
#70147 27 tooth
#70148 28 tooth
#70149 29 tooth
#70150 30 tooth
#70151 31 tooth
#70152 32 tooth
#70153 33 tooth
#70154 34 tooth
#70155 35 tooth

Pinion Gears

#520D 9 tooth

Guide Flag

#70222 graphite guide flag

Axle

#639 1/8

Adjustable Bushing

#626

Tires

Front – #701293 Drag Lite Trick ¾”

Rear- #70711 1” dia 500 wide

Wheelie Wheels-

#677 kit

Lead Wire-

#491

Motor

#502 Super 16D

Hardshell Class Rules

Jr Pro (J/P)

Body: May be lexan or hard body. No funny cars, dragsters, or altered. Body may not be chopped, lowered or have wheel wells enlarged. Body must have complete front and rear bumpers as delivered by factory on original full scale cars.

Chassis: One piece, stamp steel, inline only, 1/8th inch axle. No ball bearings allowed. 48 pitch gears only. Front Tire: 3/4" minimum diameter. Rear Tire .950 minimum diameter. .250 minimum width tread patch.

Rear Wing: Maximum 1-1/2" overhang measured from highest point and /or rearward most point of body.

Motor: Parma 502 sealed or Pro Slot PS 2003 sealed, Brushes and spring changes allowed.

Weight: 110 grams.

Top Stock

Body: 1953 to 1975 American cars only. No Pro Stock, Top Sportsman or Pro Mod type vehicles. Stock out of box. No wings. No wedging. Front and back windows must be stock from kit, not lexan. Lexan ok for side windows only, side windows are optional. Flat hood or Super Stock hood scoop only or factory type hood scoop only.

Tires: Rear tires, only .500 wide tires may be used, 1 1/16 tall. Front wheels, 3/4 diameter, must roll and be 90° to track surface. Must have rubber o-rings.

Chassis: Inline chassis only. Bearings allowed.

Motor: SpeedFX S16D Ball Bearing. Must have shunt wires.

Weight: 125 grams minimum

Super Stock A (SS/A)

Body: 1955 to current American production model. Coupe, Sedan, Station Wagon, Panel Delivery, or Pick Up only. No sports car (2 seater) example: Corvette, Viper, Etc. Body must be a

model kit, promotional kit, or resin cast body. No body modifications. No material is to be removed from bottom of car. Complete front and rear bumpers. If vehicle came from factory with hood scoop or rear spoiler, it can be used. Body can be modified for wheelie bar clearance only.

Chassis: Unlimited, must conform to body markings. Must have front wheels, No bearings. Front tire: $\frac{3}{4}$ " minimum diameter. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle.

Motor: Sportsman group 20

Weight: 120 grams

Super Stock D (SS/D)

Body: 1955 to 1979 American Sedan Hardtop Station Wagon, Pickup, or Convertibles, (convertibles must have top installed). Production sports car i.e. Coevettes, Thunderbirds, are permitted. Body must be a model kit, promotional kit, or resin cast body. No modifications permitted to the stock configuration of the body as delivered by the manufacturer. No material can be removed from the bottom of the car for any reason. Body must have complete front and rear bumpers and valance panels as produced by the manufacturer. Front air dams/deflectors that are molded to the body may not be removed. No wings or spoilers permitted unless they are original equipment produced by the manufacturer.

Chassis: Unlimited, no ball bearings. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle. Front tire: $\frac{3}{4}$ " minimum diameter.

Motor: S16D

Weight: 120 grams

Grand Touring D (GT/D)

Body: 1980 and newer American Sedan Hardtop Station wagon, Pickup, or convertibles (convertibles must have tops installed). Production two seat sports cars i.e. Corvettes, Vipers, GT40 Ford are permitted. Must be model kit, promotional kit, or resin cast body. No modifications to the stock configuration of the body as delivered by the manufacturer, except for you may open up the underside of the body's front nose area for chassis or guide clearance only. Body must have complete front and rear bumpers and valance panels as produced by the

manufacturer. Front air dams/deflectors that are molded to the body may not be removed. No wings or spoilers permitted unless they are original equipment produced by the manufacturer.

Chassis: Unlimited, no ball bearings. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle.

Front Tire: ¾" minimum diameter.

Motor: S16D

Weight: 120 grams

Shoobox Class

Body: 1955 to 1958 American sedan hardtop, station wagons, convertibles (must have top installed) only. Must be a model kit, only modification to the stock configuration of the body as delivered by the manufacturer, must maintain majority of the rocker panel rear of door line, bumpers are optional, no wings or spoilers permitted. Hood scoops are optional. Cowl induction are optional. Alcohol injectors, top hats are optional. Tech director will have final decision on excessive body modifications.

Chassis: Unlimited, must confirm to body markings. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle. Bearings allowed.

Front Wheels: Must have front wheels. Minimum diameter ¾". Must have rubber o-rings. Must be 90° from track surface.

Motor: Sportsman Grp 12, Minimum arm diameter is .510

Weight: 120 grams

Sports Compact (SP/C)

Body: Any year, any make sport compact. Must be model kit, promotional kit, or resin cast body. No modifications to the stock configuration of the body as delivered by the manufacturer, except for you may open up the underside of the body's front nose area for chassis or guide clearance only. Body must have complete front and rear bumpers and valance panels as produced by the manufacturer. Aftermarket "tuner" style wings may be added.

Chassis: Unlimited, no ball bearings. Wheelie bars must not exceed 5: from center line of rear axle to center line of wheelie bar axle.

Front Tire: ¾" minimum diameter.

Motor: S16D

Weight: 120 grams

Mountain Motor Pro Stock Truck (MM/PST)

Body: (1/24th or 1/25th scale) Must be of plastic, resin, or styrene, no modifications to styrene bodies. Reserved for 1996 or later pickups of extended cab, midsize (Dakota, S-10, GMC-Sonoma, Ranger, Etc.) class. Body (cab) may be angle cut but must retain at least 30% of the front bumper. Cab must also retain door lines. Bed must retain stock dimension. Colored tonneau cover mandatory over the bed. Must have rear bumper or roll pan. Body may be open for wheelie bar clearance only. Head lights, parking lights and taillights must be retained in stock original factory location. Must resemble full scale N.H.R.A. Pro Stock Truck.

Diaplanes: Prohibited.

Hood Scoop: Cowl induction type hood only. All Trucks must have cowl induction hood scoop measuring at least ¼ inch in height.

Rear Spoiler: Pro Stock style with spill plates only. Plastic or styrene only. Must be chrome or painted to match scheme of truck. Maximum length 7/8" measured from mounting point of bed to end of spoiler. Minimum length ¼". Must attach to the tail end of bed no lower than horizontal. Spill plated cannot measure more than 5/16" tall. All trucks must have a spoiler.

Chassis: Unlimited. Ball bearings allowed in axle. All motors must be mounted in-line only. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle.

Front Wheels: ¾" minimum diameter as measured from the outside diameter of the tire. The angling of front wheels to allow lowering of front end prohibited. Flat spotting of tires to allow for clearance is prohibited.

Rear Wheels/Tires: Wheel hub diameter 5/8", tire diameter minimum 1-16". Minimum tire tread width fully contacting track surface (0.500")

Motor: Group 12

Weight: 120 grams

Pro Modified (P/M)

Body: Any year, any make. Must be model kit, promotional kit, or resin cast body. No vacuum formed bodies allowed. No dragsters, altered, or late model funny car bodies allowed. Early era funny cars must receive tech approval. Must have pro stock hood scoop, cowl induction of at least 3/16" tall, top hat, or engine detail extending through hood. Body may be chopped, channeled, or lowered, but must conform to basic pro mid style appearance.

Body Dimensions:

2-1/4" minimum body width at any point.

1-1/2" minimum roof height measured from track surface.

3/4" minimum side window height measured 90° to the track at rear door line.

Rear wheel tubs permitted.

Front wheel tubs prohibited.

Front diaphragm 1/2" maximum.

Must have front and rear bumper.

Tech director will have final decision on excessive body modification.

Chassis: Unlimited, ball bearings allowed. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle.

Front Tire: 3/4" minimum diameter measured 90° to track surface.

Rear Wing: Maximum 1-1/2" overhang measured from highest point and/or rearward most point of body.

Motor: Group 12

Weight: 120 grams

Nostalgia Pro Stock (N/PS)

Body: 1968 to 1986 American Coupes, Hardtops, and Sedans. Must be model kit, promotional kit, or resin cast body. No vacuum formed bodies allowed. No funny cars, convertibles, or two seat vehicles. No modifications to the stock configuration of the body as delivered by the manufacturer. No material can be removed from the bottom of the car for any reason. Body must have complete front and rear bumpers and valance panels as produced by the manufacture. All cars must have Pro Stock Style hood scoop which should, whenever possible,

match the configuration of the scoop during the era of the pro stock car represented. All scoops shall be a minimum of 7/16" high above the hood line, 5/8" wide, and 1-1/4" long. Rear wheel wells may be enlarged for tire clearance and/ or scale appearance.

Chassis: Unlimited, inline motor only. Ball bearings allowed in axle only. Wheelie bars must not exceed 5" from center of rear axle to center of wheelie bar axle.

Front Tire: 3/4" minimum diameter

Rear Tire: 1-1/16" minimum diameter .500 minimum width tread patch.

Rear Wing: Optional, maximum 5/8" overhang measured from highest point and/or rearward most point of body. Side plates, if present, can be no higher than 3/32" above the wing.

Motor: PS-101 .550 Big Block GP 20

Weight: 120 grams

Pro Outlaw (P/O)

Body: Any year, any make. Must be model kit, promotional kit, or resin cast body. No vacuum formed bodies allowed. No dragsters, altered, or late model funny car bodies allowed. Early ear funny cars must receive tech official approval. Must have pro stock hood scoop, cowl inductions of at least 3/16" tall, top hat, or engine detail extending through hood. Body may be chopped, channeled, or lowered, but must conform to basic pro mod style appearance.

Body Dimensions:

2-1/4" minimum body width at any point.

1-1/2" minimum roof height as measured from track surface.

1/4" minimum side window height measured 90° to the track at rear door line.

Rear wheel tubs permitted.

Front wheel tubs prohibited.

Front diaplane 1/2" maximum.

Must have front and rear bumper.

Tech Director will have final decision on excessive body modifications.

Chassis: Unlimited, ball bearings allowed. Wheelie bars must not exceed 5" from center line of rear axle to center of wheelie bar axle.

Front Tire: 3/4" minimum diameter measured from 90° to track surface.

Rear Wing: Maximum 1-1/2" overhang measured from highest point and/or rearward most point of body.

Motor: Group 20

Weight: 120 grams.

Mountain Motor Pro Stock (MM/PS)

Body: Any year (1/24th or 1/25th scale) must be of plastic or resin (no styrene). Body may be lowered, but must maintain two thirds of the front bumper. Body must retain original door lines. Body may not be chopped. Wheel-wells may be enlarged to reflect the pro stock look not to exceed 1-5/16" on 1/25th scale and 1-1/2" on 1/24th scale. No two seat coupes, i.e. Corvettes, Vipers, Prowlers, etc. No convertibles. (T-Tops ok). Vehicle must resemble full scale N.H.R.A. pro stock vehicles. Body must have original front and rear bumpers as delivered by the factory. Rear bumper/valance may be open for wheelie bar struts. The portion of the bumper/valance panel between the wheelie bars may be removed. The removed area shall not exceed 1-3/16 by 3/16 inch head lights, parking lights, and tail lights must be retained in stock original factory location but they may be filled and reproduced by decals and/or paint.

Diaplanes: Prohibited

Hood Scoop: Must be pro stock type scoop. All cars must have a scoop.

Rear Spoiler: Pro Stock style spoiler with spill plates only. Must be chrome or painted to match paint scheme of car. Maximum length is 7/8" measured from mounting point of body to end of spoiler. It cannot be molded into body. Minimum length 1/4". Spoiler width must be as wide as the deck lid and no wider than the rear fender where attached. Spoiler must attach to the tail end of rear deck no lower than horizontal. Spill plates cannot measure more than 5/16" tall.

Chassis: Unlimited, ball bearings allowed. All motors must be mounted in-line only. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle.

Front Wheels: 3/4" minimum diameter. As measured from the outside diameter of the tire. The angling of front wheels to allow lowering of front end prohibited. Flat spotting of tires to allow for clearance is prohibited.

Rear Wheels/Tires: Wheel hub diameter 5/8", tire diameter minimum 1-1/16". Minimum tire tread width fully contacting track surface (0.500")

Motor: Group 20

Weight: 120 grams

Alcohol Dragster (A/D)

Body: May be hard shell or lexan. Must resemble those used in N.H.R.A. or I.H.R.A. dragster competition. No connecting wings or side dams on main body.

Chassis: Unlimited, inline only. A maximum of 14" is allowed from the body nose to the wheelie bar axle centerline, minimum of 9" overall length from nose to center line of rear axle. Ball bearings allowed.

Front Tire: 3/8" minimum diameter.

Rear Tire: 1-1/16" minimum diameter.

Rear Wing: Rear wings are optional.

Motor: Group 20

Weight: 120 grams

Traditional Hardbody Pro Stock

Body: 1980 – current American coups, hardtop or sedan, made from injection molded plastic, a promotional model or a scale cast resin model. No body modifications permitted except the addition of a typical pro mod scoop and pro mod type rear wing. The wheel well openings (front and rear) may be altered to improve scale appearance but the wheel-base may not be changed.

No two seat coups are permitted. (Corvette, Thunderbird, Ford GT 40, Viper, etc.)

Body must have original front and rear bumpers. Headlights and parking lights must be installed. Filling of headlights/parking lights and replicating with decals/paint is prohibited unless the original body was produced with filled headlights/parking lights.

Rocker panels may be horizontally cut to bring the nose down but angle cutting of the rockers is prohibited. Original door-lines must be visible.

Diaplanes: Prohibited

Hood Scoop: All cars must have a hood scoop that where possible should match the era of the car represented.

Rear Spoiler: Pro stock style. Must be chrome or painted to match paint scheme of car. Maximum length is 7/8" measured from mounting point of body to end of spoiler. It cannot be molded into body. Minimum length ¼" Spoiler width must be as wide as the deck lid and no wider than the rear fender where attached. Spoiler must attach to the tail end of the rear deck no lower than horizontal. Spoiler plates, if used, cannot measure more than 5/16" tall. If the original body has a spoiler molded into the body, the molded-in spoiler may be removed and replaced with a later version of a pro stock spoiler.

Chassis: Unlimited, ball bearings permitted. Motors may be mounted in angle winder, sidewinder or inline configuration. Wheelie bars must not exceed 5" from center line of rear axle to center line of wheelie bar axle.

Front Wheels: ¾ minimum diameter. As measured from the outside diameter of the tire. The angling of front wheels to allow lowering of front end prohibited. Flat spotting of tires to allow for clearance is prohibited.

Rear Wheels: Wheel hub diameter 5/8" rear tire 1-1/16" minimum. There are no tire width requirements.

Motor: Group 20

Weight: 120 grams

Econo Mountain Motor Pro Stock (EMM/PS)

Body: Any year (1/24th or 1/25th scale) must be of plastic or resin. (No styrene/Super glue panels). Body may be lowered, but must maintain two thirds of the front bumper. Body must maintain original door lines and partial rocker panels front to rear. Body may not be chopped. Wheel-wells may be enlarged to reflect the pro stock look not to exceed 1-5/16" on 1/25 scale and 1-1/2" on 1/24 scale. No inward shaping of wheel wells allowed excluding approved resin bodies. No two seat coupes (Corvettes, Vipers, Prowlers, etc.) no convertibles. Nose/dog house areas must retain factory contour no reshaping allowed. Quarter panels must retain factory width. Narrowing/wedging of nose or quarter panels prohibited. Must retain full deck width. Body must have original front and rear bumpers as delivered by the manufacturer. Rear bumper/valence may be opened for wheelie bar struts. The portion of the bumper/valence panel between the wheelie bars may be removed. The removed area shall not exceed 1-3/16th maximum clearance of 3/16 inch for wheelie bar tubes. Headlights, parking and taillights must

be retained in stock original location but they may be filled and reproduced by decals and/or paint. Tech Director will have final decision on excessive body modification.

Diaplanes: Prohibited

Belly Pans: Allowed, but may not contact the body at any point. Pan must be flast with no inner fenders or panels attached. Pan can extend from the front valance to the rear tires. But may not extend past the forward most dimension of the front of the rear tire.

Hood Scoop: Must be pro stock style scoop. All cars must have scoop. Only styrene or resin materials shall be used. No opening reshaping allowed. May be installed to the lowest position but may be shortened to fit body scale.

Rear Spoiler: Pro stock style spoiler including spill plates only. Must be chrome or painted to match paint scheme of car. Maximum length is 7/8" measured from mounting point of body to end of spoiler. Spill plates cannot measure more that 5/16" tall. Cannot be molded into body. Spoiler must attach to the tail end of rear deck no lower than horizontal. Must be as wide as the factory deck lid from front to rear including spill plates. Spoiler with spill plates may not taper narrower than deck width. Minimum length is ¼". Spoiler width must be as wide as the deck lid and no wider than the rear quarter where attached.

Chassis: Unlimited, ball bearings allowed. All motors must be mounted in-line only. Wheelie bars must not exceed 5" from centerline of rear axle to centerline of wheelie bar axle.

Front Tire: ¾" minimum diameter measured from the outside diameter of the tire. The angling of front wheels to allow lowering of front end prohibited. Flast spotting of tires to allow for clearance prohibited.

Rear Wheels: Wheel hub diameter 5/8" with tire diameter minimum 1-1/16". Minimum tire tread width fully contacting surface (0.500")

Motor: PS-101 Big Block .550

Weight: 120 grams

Outlaw C-Can Door Slammer Hard Body

Body: Any year any make must be a model kit, promo kit, or resin cast body 1/24 or 1/25 scale. No vacuum formed or lexan bodies. No dragsters, altered, or funny cars. Must have doors and roof. Lexan windows are ok. Must have full interior with driver covering front to back of cars at all times.

Chassis: Unlimited

Wheels: No front wheel tubs in body. Front wheels 3/4" diameter minimum. Wheels must be 90° to track surface, must have o-rings on front wheels. Wheels must be centered in wheel wells.

Motor: C-Can unlimited

Weight: No minimum.

All Motor

Body: Any American made muscle car or hot rod, no foreign cars, i.e. Ferrari's Audi's, etc. No body modifications except for wings and hood scoops. Can use cowl hoods or hood scoops. No limit to wing size. No wedging, lengthening, or shortening of the body will be permitted. Car must have front windshield and rear glass and must be the windows supplied with the kit. No packaging tape can be used for windows. Lexan windows permitted for use on the side windows only. Car must have grill, bumper, headlights, and tail lights. Rear of car may be cut out to clear wheelie bars, cannot cut the entire rear panel out. No belly pans or sealing off the bottom of the car. Any model kit, resin or promotional kit allowed. No vacuumed formed parts, no lexan except side windows. All cars must be painted. All cars must have an interior, either a printed interior card or a 3D driver interior.

Chassis: Any chassis permitted inline or sidewinder. Ball bearings allowed.

Motor: Sportsman Group 20, single magnet, .513 armature. Brushes, springs, and blue printing are the only modifications that can be done to these motors. Bushing only.

Rear Wheels/Tires: Wheel hub diameter 5/8", tire diameter minimum 1 1/16". Only .300" wide tires allowed, may not be cut down. Any rim and tire that is commercially available is acceptable. No custom rubber allowed. Front wheel and tire minimum is .750 Front tires must have rubber o-rings and be 90° to track surface.

Weight: 120 grams minimum.

Wheelie bars: Wheelie bar length can be no longer than 5" from the axle center line to the wheelie bar center line.

10.5 Outlaw

Body: Any American made muscle car or hot rod, no foreign cars, i.e. Ferrari's Audi's, etc. No body modifications except for wings and hood scoops. Can use cowl hoods or hood scoops. No limit to wing size. No wedging, lengthening, or shortening of the body will be permitted. Car must have front windshield and rear glass and must be the windows supplied with the kit. No packaging tape can be used for windows. Lexan windows permitted for use on the side windows only. Car must have grill, bumper, headlights, and tail lights. Rear of car may be cut out to clear wheelie bars, cannot cut the entire rear tail panel out. No belly pans or sealing off the bottom of the car. Any model kit, resin or promotional kit allowed. No vacuumed formed parts, no lexan except side windows. All cars must be painted. All cars must have an interior, either a printed interior card or a painted 3D driver interior.

Chassis: Any chassis permitted inline or sidewinder. Ball bearings allowed.

Motor: Ceramic magnets only, up to 6 segment magnets allowed. No neo or cobolt magnets allowed. .510 diameter arm minimum, any group 20 up to 38 wound or top gun motor up to 63 wound allowed. No custom wound or short stacks allowed. Cannot modify can or endbell in any way .6 mag maximum. Ball bearings allowed.

Rear Wheels/Tires: Wheel hub diameter 5/8", tire diameter minimum 1 1/16". Only .435" tires allowed, may not be cut down. Any rim and tire that is commercially available is acceptable. No custom rubber allowed. Front wheel and tire minimum is .750 Front tires must have rubber o-rings and be 90° to track surface.

Weight: 120 grams minimum.

Wheelie bars: Wheelie bar length can be no longer that 5" from the axle center line to the wheelie bar center line.

Modified Hardbody

Body: Any American made muscle car or hot rod, no foreign cars, (i.e. Ferrari, Audi, etc. Body mod's include wings and hood scoops. No limit to wing size. Wedging of the body is permitted. Car must have front windshield and rear glass minimum, no packaging tape. Lexan windows are permitted to replace the one's that came in the model kit. No other part of the body can be lexan. Must have grills, bumpers, and headlights. Entire rear of car may be cut out. No belly pans or sealing off the bottom of the car will be permitted. Body cannot be altered, (i.e. lengthening, narrowing, shortening, widening. Body must retain 50% of the front of the car, no excessive wedging. Car also must retain full rear quarter panel, cannot cut any of the rear

quarter away. Wedging can start from the front of the rear wheel well opening going forward only. Any available model kit, resin body, or promotional kit allowed. No vacuum formed parts allowed. Must have a printed interior card or a 3D driver. Car must be painted.

Chassis: Any chassis is permitted, inline or sidewinder. Ball bearings allowed.

Wheelie Bars: length is unlimited from the axle center line to the wheelie bar center line.

Motor: Any ceramic magnet motor allowed, up to 6 segment magnets. Armature minimum diameter of 490 with any wound. All modifications are allowed as long as they are commercially available to everyone. Ball bearings allowed.

Tires: Any tire width and height is permitted for the rear. Ant size hub and rubber permitted as long it is commercially available. Front wheel minimum diameter is .625 including o-ring, must have o-ring on the rim.

Weight: 110 grams minimum

Street Roadster (S/R)

Body: Any Roadster body, model kit, styrene, or lexan body, any year. Altered roadsters are ok, but must have a fully detailed motor. Must have a 3-D driver

Hood Scoop: Must have a forward facing hood scoop.

Rear Spoiler: Pro stock style spoiler including spill plates only. Must be chrome or painted to match paint scheme of car. Maximum length is 7/8" measured from mounting point of body to end of spoiler. Spill plates cannot measure more than 5/16" tall. Cannot be molded into body. Spoiler must attach to the tail end of rear deck no lower than horizontal. Must be as wide as the factory deck lid from front to rear including spill plates. Spoiler with spill plates may not taper narrower than deck width. Minimum length is ¼". Spoiler width must be as wide as the deck lid and no wider than the rear quarter where attached.

Front Tire: ¾" minimum diameter measured from the outside diameter of the tire. The angling of front wheels to allow lowering of front end prohibited. Flat spotting of tires to allow for clearance prohibited.

Rear Wheels: Wheel hub diameter 5/8" with tire diameter minimum 1-1/16". .500" wide tires only.

Wheelie bars: Wheelie bar length can be no longer than 5" from the axle center line to the wheelie bar center line.

Motor: Econo S16D Pro Slot PS 2001

Chassis: Inline only.

Weight: 100 grams

Lexan Classes

Super Modified (S/M)

Body: Unlimited (no altered, dragsters, or funny cars). Must have pro stick hood scoop, cowl induction, top hat, or engine detail.

Chassis: Unlimited, ball bearings allowed. Wheelie bars must not exceed 5" from center line of rear axle to center of wheelie bar axle.

Front Tire: ¾" minimum diameter.

Rear Wing: Maximum 1-1/2" overhang measured from the rear edge of the deck lid and along the wing.

Motor: S16C

Weight: 90 grams

Factory Modified (F/M)

Body: 1955 or newer American Sedan or Hard top body. No coupes (two seated vehicles). Body may not be chopped, lowered, or have wheel wells enlarged. Body shall have Pro Stock hood scoop. No blowers or cowl induction.

Chassis: Unlimited, ball bearings allowed. Wheelie bars must not exceed 5" from center line of rear axle to center of wheelie bar axle.

Front Tire: ¾" minimum diameter.

Rear Wing: Maximum 1-1/2" overhang measured from the rear edge of the deck lid and along the wing.

Motor: Group 12

Weight: 90 gram minimum

Pro Stock Truck (PS/T)

Body: Any year pick-up body.

Chassis: Unlimited, ball bearings allowed. Wheelie bars must not exceed 5" from center line of rear axle to center of wheelie bar axle.

Front Tire: ¾" minimum diameter.

Rear Wing: Maximum ½" overhang measured from the top edge of the bed and along the wing.

Motor: Group 12

Weight: 90 gram minimum

Top Sportsman (T/S)

Body: Unlimited (no altereds, dragsters, or funny cars). Must have Pro Stock hood scoop, cowl induction, top hat, or engine detail.

Chassis: Unlimited, ball bearings allowed. Wheelie bars must not exceed 5" from center line of rear axle to center of wheelie bar axle.

Front Tire: ¾" minimum diameter.

Wing: Maximum 1-1/2" overhang measured from the rear edge of the deck lid and along the wing.

Motor: Group 20

Weight: 90 grams

Nitro Funny Car

Body: Any year funny car body. Body may be Lexan or styrene. Must have front, side and rear windows. Rear window may be painted, all others must be clear. Rear of the car may be cut out. Must have a driver figure.

Chassis: Unlimited, ball bearings allowed.

Front Tire: 1/2" minimum. Must be 90° to track surface. Must have o-rings.

Rear Wing: Any style, any material.

Motor: Unlimited C-Can. Any size any style and any wind armature. Magnets may be any style and material. Must use a C-Can. May be shortened, drilled, lightened and modified as needed

but must have the original top and bottom and retain factory welds. (You must leave enough of the factory top and bottom to be identified as a C-Can) No strap cans allowed, commercial, handmade or otherwise. Any endbell and hardware may be used.

Weight: unlimited.

Note: Anything too far “off the wall” so to speak or deemed dangerous to other racers, spectators, or the track itself may be disqualified by the race director at his/her discretion.

Pro Stock (P/S)

Body: 1990 or newer American Sedan or Hard top body. No coupes (two seated vehicles). Body may not be chopped, lowered, or have wheel wells enlarged, body shall have Pro Stock hood scoop. No blowers or cowl induction.

Chassis: Unlimited, ball bearings allowed. Wheelie bars must not exceed 5” from center line of rear axle to center of wheelie bar axle.

Front tire: ¾” minimum diameter

Wing: Maximum 1-1/2” overhang measured from the rear edge of the deck lid and along the wing.

Motor: Group 27

Weight: 90 gram minimum.

Funny Car (-/FC)

Body: Any year funny car body.

Chassis: Unlimited, ball bearings allowed. Overall length of car body and wheelie bars not to exceed 12 inches as measured from the most forward part of the body to the centerline of the wheelie bar axle.

Front Tire: ½” minimum.

Rear Wing: Maximum 1-1/2” overhang measured from the rear edge of the deck lid and along the wing.

Motors: see list below.

AA/FC: unlimited

Top Gun Funny Car (TG/FC): top gun motor

Alcohol Funny Car (A/FC): Group 20

(BB/FC): Group 12

Weight: see list below

(AA/FC): unlimited

(TG/FC): 70 grams

(A/FC): 90 grams

(BB/FC): 90 grams

