



# 2005 Rules And Regulations

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## 1. CONTROL OF EVENTS

**A. SDRA** The SDRA shall be considered the sanctioning body of record in the discussion of these Rules, and shall, as the receipt of information and time permits, maintain and publish an “SDRA Events Calendar,” listing a schedule of Divisional and National Events. This schedule shall appear in the SDRA Bulletin.

**B. USE OF WORDS** Throughout these Rules, those items, requirements, or specifications which are mandatory are described by the words “shall” or “must,” and those similar items that are discretionary or optional are described by the words “may” or “can.” Those items that are recommended but not mandatory may be described by the word “should.” Racers, drivers, and those actually competing in an Event are also referred to as “the Competitor” or “Competitors.” Races and competitions are referred to as “Events.”

**C. RESERVATION OF CLASS DESIGNATIONS** If local conditions so require, Tracks/Race promoters are permitted and encouraged to develop additional or alternate-specification Classes, beyond those listed here. *To avoid confusion, however, the SDRA requests that they be given a name or designation other than that of a currently-listed National Class.*

## 2. EVENTS & COMPETITION

**A. TYPE OF EVENT** The SDRA shall only sanction Events consisting of scale slot car drag racing competition.

**B. CATEGORY OF EVENTS** SDRA Events shall be divided into three types:

1. **Regional:** a local or unclassified Event or series, including “normal” Bracket racing and those Events *solely* devoted to Classes unique to an area and not otherwise Nationally recognized
2. **Divisional:** an Event of limited or restricted scope, so defined by the number of Classes offered, by the specific nature of the Event, or by the area encompassed.
3. **National:** a major Event, promoted to the country at large, and featuring, at a minimum, a specific number of Categories and Classes

**C. QUALIFICATION OF AN EVENT FOR DIVISIONAL OR NATIONAL EVENT STATUS** No sanctions are needed for Regional Event status. To be considered for inclusion on the SDRA Event Calendar, however, Events shall meet the following Sanction requirements:

1. **Sanctioning Membership** The Track *or* Promoter applying for the sanction and listing shall be a Member in good standing of the SDRA.
2. **Event Requirements** In addition to any track requirements otherwise specified in these Rules, Events so designated shall meet the following minimums:
  - a. **Divisional** Shall have provision for the competition of at least six (6) SDRA-listed Classes in the Event (over and above any Bracket Races), and shall have a formally designated Race Director and Tech Inspector. Classes included are not restricted.
  - b. **National** Shall have the provision for the competition of at least twelve (12) SDRA-listed Classes in the Event

(over and above any Bracket Races), and shall have a formally designated Race Director and Tech Inspector. Classes shall include, *but are not limited to*: Pro Modified, Factory Modified, A/Fuel Dragster, Pro Stock Truck, Top Sportsman, and Pro Stock (see “Cars, ” Section 5, for specific Class Rules).

**c. Examples** A *Divisional* Event might consist of provisions for Super Gas, Super Street, Pro Modified, Factory Modified, Top Gun, and Pro Stock, in addition to any Bracket Races scheduled. A *National* Event might consist of competitions for Super Gas, Super Street, Super Comp, Super Stock D, A/Funny Car, and B/Altered, in addition to the six (6) required Classes and any Bracket Races scheduled).

**d. Purpose of Requirement** The minimum requirements are designed to help insure that a promoted competition offers both the quantity and level of racing that befits an Event advertised to the nation as a whole. Additionally, in the case of a *National* Event, it allows Racers the certainty that provision has been made for the competition of specific Classes, in addition to any others that may be run.

**3. Level of Participation** The Track and/or Promoter *may* require a minimum level of participation or entry for a listed Class, to include even those required for *National* Event Status. Such a minimum should be reasonable, given time and conditions, and, in all cases, *shall be clearly defined*, both on any promotional materials distributed for the Event and during any “Drivers Meetings” conducted prior to the Event.

#### D. CONDUCT OF EVENTS

**1. Drivers** Drivers (Competitors) shall have the primary responsibility for the suitability of their cars for competition, the operation of those cars in Competition, and their conduct and the conduct of their “crew” during the Event.

**a. Competitor’s Conduct** It is to be understood that profanity, gross vulgarity, and public displays of anger are not in keeping with the levels of sportsmanship desirable at Events of this nature, nor in a “Family” hobby such as this. Such conduct shall not be acceptable and may be penalized by the Track and/or the Promoter.

**b. Driver’s Responsibility** In addition, a Competitor is responsible for the conduct of those who accompany them to the Track, including those who may not be entered as Competitors.

**c. Driver And/Or Car Change** Once he or she is entered and properly Registered, save for extraordinary circumstances, the Driver of a given

car shall not be changed during the Competition, nor shall the Driver substitute a car for a car already registered and inspected.

**2. Registration** All Competitors shall complete all applicable Registration forms and procedures to the satisfaction of the Race Director and/or Registrar, and shall do so before presenting any car for Technical Inspection.

**3. Limit of Entries** Except for Index and Bracket Classes, Drivers shall enter no more than two (2) cars per Class at Divisional or National Events. Any given car shall not be entered more than once *in the same Class*; two drivers shall not share the same car in the same Class in competition.

**4. Technical Inspection** All cars, whenever possible, should be presented by their Driver, the person ultimately responsible for their legality and suitability for competition. Cars shall, at a minimum, be inspected for safety and general suitability for competition before being accepted as legitimate Entries. Cars that are entered in Classes with specific restrictions may be subject to additional inspections regarding compliance with applicable Rules, and shall be required to pass such an inspection before being accepted for Competition.

**a. Marking** It is strongly recommended that all cars be clearly marked, on the motor, chassis, and body, to indicate both the passing of preliminary inspection and *which components* were presented for inspection.

**b. Failure to Pass Pre-Event Technical Inspection, Non-Compliance** Where a pre-Event or preliminary inspection reveals a condition of *non-compliance*, e.g., the car is fractionally underweight or a spoiler exceeds permissible limits, the competitor shall be given the opportunity to correct the condition and bring the car into compliance. The Competitor understands that the Event shall not be delayed specifically to allow him/her to correct the problem.

**c. Failure to Pass Pre-Event Technical Inspection, Blatant Illegality or “Cheating”** Where failure to pass pre-Event Technical Inspection is caused by a condition deemed to be, by the Race Director and/or the Track, an attempt at *blatant misrepresentation*, e.g., a retagged armature or the disguise of absolutely prohibited components, the car shall be disqualified from any competition in that Class and the entry fee forfeited. The Race Director, in conjunction with the Track, may elect to impose additional penalties, such as disqualification of the Competitor from all Classes of Competition at that Event.

**d. Limitations of The Preliminary Technical Inspection** In all cases, a car’s ability to pass a pre-Event Tech Inspection shall not constitute either a guarantee or certification of ultimate legality for any other inspection.

e. **Impound Procedures** Should the Track or the Race Director so desire, cars may be impounded and secured prior to or following a Competition or session for the purposes of inspection. Note: as conditions may vary, there are no specific Rules governing such an impound. *Parties are cautioned, however, that this condition and its restrictions are made absolutely clear to the Competitors well before any such Impound takes place.*

f. **Inspection During an Event** It is strongly suggested that all cars racing in a Class where a specific weight limit is involved be weighed by a neutral party at the completion of each pass during Competition (including Qualifying). To avoid losing physical “control” of a car, losing cars should be weighed with winning cars in the Event a weight irregularity is discovered.

g. **Post-Race Inspection** In addition to any other prior or concurrent inspection, the Race Director and/or his/her designee may elect to conduct additional inspections on applicable cars at the conclusion of a Class Competition.

h. **Failure to Make a Car Available for Inspection** Willful failure or refusal to make a car available for technical inspection, either at those times when such inspections have been deemed necessary, or at the request of the Race Director, shall constitute a breach of these Rules, and both the Competitor and the car involved shall be eliminated from Competition. Further, any and all prizes won or records set shall be considered forfeit.

i. **Scales** There shall be an Official Scale designated. It shall be calibrated to as much accuracy as possible, located in a level and reasonable location, and shall, whenever possible, be constantly supervised to avoid error or tampering. Once so located and designated, barring damage, it shall remain the Scale of the Event. As the Scale of the Event, weights determined on it shall be considered Official.

j. **Accessibility of Scale** Competitors shall be advised of these conditions before Competition, and shall have supervised access to the Scale for *unofficial* weighing as often as is practical. Both Organizers and Competitors are reminded that any weight that is determined during an *unofficial* weighing shall not affect circumstances brought about by an Official weighing where a car is determined to be *under* a Class minimum specification.

k. **Finality of Decisions** In all circumstances regarding the determination of legality, either initiated by Technical Inspection or by Protest (see Section 2.D.6., “Protests”), the decision of

the Race Director, in cooperation with the Track Owner, shall be considered final, and cannot be appealed.

## 5. Competition Procedures – Heads-Up & Index Classes

a. **Drivers Meeting** Whenever possible, it is strongly suggested that a Drivers Meeting be conducted prior to the start of Competition to discuss Race procedures and answer questions Competitors may have.

b. **Qualifying** The order of qualifying may be based on the numerical order of the registration forms or a random reordering of these forms. In the first round the name called first by the race director shall get the right lane or wall lane. In the second round that driver shall go to the opposite lane. If the race has more than one qualifying session the driver shall switch back and forth accordingly. Each car entered in class racing shall be allowed a minimum of two qualifying attempts which shall be used to determine qualifying position which shall be used to set up ladder charts for Eliminations. One run should be recorded for each lane. Each time and speed shall be recorded. No timed runs are required for breakout, or bracket classes. In order to constitute an official qualifying attempt, a car shall self-start and finish. For all categories of competition including E.T. classes. An individual vehicle cannot be used for multiple entries in the same class. In the event of identical qualifying E.T.s, the driver with the faster top speed, recorded on the qualifying runs in question, shall be awarded the lower qualifying position. If it is still a tie the driver running the low E.T. first in qualifying shall be awarded the lower qualifying position.

c. **Ladders** Category pairings are based upon established SDRA official ladder charts (available on the SDRA Web site). Qualifying elapsed times determine ladder positions (example: 1 vs. 16; 2 vs. 15; 3 vs. 14; 4 vs. 13; 5 vs. 12; 6 vs. 11; 7 vs. 10; and 8 vs. 9). Once established, pairings are not changed for any reason.

d. **Lane Choice** 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 et of the pairing in the previous round.

e. **Staging** Once a car reaches the front of the staging lanes for a run, it shall be prepared to race. In order to be a legitimate race winner, a contestant’s car shall self start and cross the finish line. A time of one (1) minute shall be allowed between runs for contestants to stage. Failure to stage upon the starter’s instructions is possible grounds for disqualification. After proper staging of both cars, it is not permissible to re-stage either or both cars for a second time.

1. When staging the cars, neither the Driver nor members of the Driver’s pit crew, friends etc. shall

interfere with the other Competitor's staging of his/her car. This includes cleaning of the track or braid, gluing of the car, etc. Any violation of this is grounds for disqualification. Driver *or* one (1) crew member *only* shall prepare the track in the starting line area, which shall be defined by the raceway owner in the driver's meeting prior to the start of the race. Drivers should glue their own car in all Classes. Competitors in Jr. Dragster, Jr. Funny Car, and persons with disabilities are exempt from this recommendation, and are allowed one helper in the staging area. Any helper shall not interfere with the other driver.

- f. **Bye or Single Runs** In any round of Competition, where there are an odd number of cars, one driver shall receive a bye run. The top qualifier receives the bye in the first round. Subsequent bye runs during Eliminations shall go according to the official SDRA ladder sheets. Driver may red light and still gain lane choice. Provided the Driver stages, receives the Start signal, and finishes the run, he/she is considered the winner unless there is a centerline violation (which forfeits lane choice only).
- g. **Black Flag** Any car that is a hazard to spectators or other competitors can be removed from competition. This means cars with sharp edges, cars that continually deslot etc. The race director, technical director, and raceway owner make the final decision on this determination.
- h. **Break Rule** *During Eliminations only*, a competitor suffering mechanical difficulty during pre-staging may request a one minute grace period to resolve the problem and return to competition with one minute to stage. If the problem cannot be resolved, the other competitor shall receive a bye and shall have one minute to stage.
- i. **Starting System** All classes but the ones listed below utilize the three-amber "Pro-Start" Christmas Tree. "Full-Tree" classes are Super Street and Slower.

**6. Elimination from Competition – Racing Disqualification** All elimination runs are subject to the first or worst rule. When this occurs the driver committing the worst violation is eliminated. Should a driver receive a red-light foul start, and the opposing driver cross the lane boundary line, the latter infractions would prevail and the driver committing the foul start would be reinstated. In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted centerline on the surface of the track not including the shut down area if one car crosses the centerline and causes the car in the opposite lane to cross the centerline the car causing

the crash shall be disqualified. If it can not be determined by the race director as to which car caused the crash, a re-run shall occur. In cases where both contestants cross the center line, independent of each other the driver crossing the centerline first shall be disqualified. Additional grounds for disqualification, suspension, and/or expulsion are:

- a. Unsportsmanlike conduct, improper language or conduct detrimental to racing:
- b. Any condition considered unsafe, unfair, or out of order.

If a driver is disqualified during competition for any reason prior to the actual start of a race, he cannot be reinstated. Any driver and/or pit crew member found to be under the influence of alcoholic beverages or drugs shall be ejected from the Event. Such a condition is cause for suspension, and/or revocation of competition privileges. If for any reason a racer is found to be illegal in any way during competition, he/she shall be disqualified from racing at current Event forfeiting all paid entries. Due to the severity of the situation it shall be decided if said racer shall be put on probation from racing at future SDRA Events for the remainder of the calendar year.

- 7. **The Right to Protest** Each Competitor shall have the right to protest one or more specific elements of the legality of a car or cars entered in a Class he or she is entered and competing in. Protests shall not be accepted from those not entered as Competitors or not racing in the Class of the protested car.
  - a. **What May be Protested** Only those items listed as Requirements or Specifications in these Rules and clearly applicable to the involved car may be used as a basis for protest, and only a car's failure to comply with said Rules may be used as a basis for any judgment regarding the validity of the Protest.
  - b. **Filing a Protest** Protests shall be presented to the Race Director in writing, and shall, at a minimum, contain the name of the Protestor, the name of the Protestee, a description of the specific Car(s) being Protested, and the specific situation, condition, and/or components being Protested. The Protestor shall inform the Race Director which Rule or Specification he/she believes to have been violated. *Once filed, a Protest shall not be withdrawn by the Protestor.*
  - c. **Notification of Protest** Upon receipt of a Protest and the appropriate Protest fee(s), the Race Director shall immediately inform the person(s) being Protested regarding the Protest, and shall make every effort to secure or impound the cars involved before any inspection.
    - 1. While a car under Protest may continue to compete until eliminated from (racing) Competition, any and all work performed on it shall be under the supervision of the Technical Inspector or his/her designee.

2. Unauthorized or unsupervised work on a car under protest constitutes a breach of these Rules, and is cause for immediate disqualification of the subject car.

**d. Form of Protests** Specific forms of Protest are as follows:

**1. Competitor Inspection** (“Look”) A Competitor Inspection Protest permits the Protestor to personally and visually examine (*only*) the Protested car under Official supervision. The Protestor shall not disassemble nor measure any component during this inspection.

- a. Following this Inspection, the Competitor is permitted to file an additional, specific Protest as described in *Sections 2, 3 & 4*, below, and shall be charged the appropriate *additional* fee for that Protest.
- b. A Competitor Inspection is not required before filing External, Internal, or Armature Disassembly Protests.

**2. External Inspection** An External Inspection involves examination and measurement of those components and conditions that may require the removal of the body from the chassis, but does not require the removal and disassembly of the motor.

**3. Internal Inspection** (“Teardown”) An Internal Inspection requires the removal of the motor and its disassembly to determine specific internal and/or external dimensions and conditions. This inspection shall be non-destructive in nature.

**4. Armature Disassembly** (“Burn down”) This Inspection requires that the armature be removed from the motor, its retaining epoxy destroyed with a torch, its windings unwound, and its number of turns and uninsulated wire gauge checked.

**e. Protest Fees** Protest fees or bonds shall be established as follows:

**1. Protest Fee, Competitor Inspection** The fee for a Competitor Inspection (“Look”) shall be \$3.00, and shall be posted to the Race Director before any examination takes place.

**2. Protest Fee, External Inspection** The fee for an External Inspection shall be \$10.00, and a *minimum of one (1) and maximum of two (2) items shall be specified* (a minimum/maximum \$10.00 fee). Examples: the Protest Fee for the measurement of front tire diameter would be \$10.00, and the Protest Fee for the

measurement of spoiler length and tire diameter would also be \$10.00.

**3. Protest Fee, Internal Inspection** The fee for a disassembly and internal inspection and measurement of a motor (“Teardown”) shall be \$10.00 per item, and a *minimum of two (2) items and a maximum of three (3) items shall be specified* (a minimum \$20.00 fee and a maximum \$30.00 fee). Examples: the protest fee for the measurement of an armature diameter would be \$20.00 (the minimum fee), the fee for the measurement of an armature diameter *and* stack length would be \$20, and the fee for the measurement of armature diameter, stack length, *and* installed magnet thickness would be \$30.00.

**4. Protest Fee, Armature Disassembly** – The fee for an Armature Disassembly shall be twice the current retail cost of the armature involved, plus the amount of local sales tax (if any) charged on a transaction of that amount. Example: if the retail price of the armature is \$20.00 and the local sale tax is 6%, the Protest Fee would be set at \$40.00 plus \$2.40 (tax), or \$42.40 total.

**f. Privacy of Inspection** The individual performing the Protest Inspection (the Race Director or his/her designee) shall inspect the protested car and its components *solely* for the items and/or conditions specified in the Protest. After making a determination of legality and/or conformance, he/she shall report to the Protester and Protestee *only whether the Protested item or items meet specification*. Any other dimensions, conditions, components, etc., discovered during such an inspection shall be considered proprietary information and the sole property of the Protestee, and shall not be divulged.

**g. Disposition of Protest Fee** In all protest cases, where a car has been inspected and found to be in compliance, the owner of the car shall receive the Protest Fee. In those circumstances where a protested dimension or component has been found to be not in compliance with Rules or Specifications, the Protest is deemed to be upheld, the Protest Fee shall be returned to the Protestor, and the involved car and Driver disqualified.

**h. Reasonableness** It is expected that Protests shall be reasonable, logical, and based on sound evidence, hence “well-founded.” A well-founded Protest shall further be defined as one upon which reasonable men or women may differ. A Protest may be well-founded even if not upheld.

**1. Bad Faith or Vexatious Protests** A Protestor who has acted in bad faith or in a vexatious manner, defined as having instituted a Protest without sufficient grounds, serving only to cause annoyance to the Protestee, may be penalized by the Race Director.

- 8. Controllers** 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 any way. 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. Failure to comply with this inspection request will be considered a breach of Section 2.D.4.h. of these Rules.

### 3. TRACKS

**A. LENGTH** Track shall be certified, at or immediately preceding an Event, to within 1" of the following dimensions from Starting Line to Finish Line:

1. 1/8 Mile - 27.6 Ft. (8.38m)
2. 1,000 Ft - 41.8 Ft. (12.7m)
3. 1/4 Mile - 55 Ft. (16.76m)

**B. CONDITIONS** At all SDRA drag racing Events, the following conditions shall be observed:

**1. Power** 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 voltmeters to record the values.

**2. Center Line.** The Track shall have a painted center line extending from the staging area to the Finish Line.

**C. TRACK RECORDS** Official track records for E.T. and top speeds set at national Events for each national class should be maintained by the track owner. In order to insure the validity of all new records, a backup performance of within plus or minus two (2) percent of the new mark is required *while running in Competition in the same Class at the same Event.*

**Note:** The standard of excellence of performance in drag racing is the track record. These records are established under controlled conditions at Events throughout the season. Each record run should be made under close observation of starting procedures, running, finish, and timing. Each car should be thoroughly inspected to determine its compliance with class requirements, including weight and motor. In a sport where records play such a vital role, every effort is made to maintain their accuracy and validity.

1. If two contestants tie for the elapsed time record to the thousandth of a second at the same Event, the tie-breaker shall be the fastest mile-per-hour reading for

the run that establishes the record. In the Event a tie still exists, the Competitor accomplishing the record run earliest in the Event shall be awarded the record. If the record is tied at a later race, the record shall stay with the driver who set it first. Similarly, if two contestants tie for the speed mark, the tie-breaker shall be the quickest elapsed time on the run that established the new national record. You may set speed mark independent of the elapsed time record.

2. Records may be set until the driver is eliminated from further competition. A contestant cannot set records with one car, then complete in elimination's with another car. Only the driver holding the record at the conclusion of the Event shall be credited with the record. A driver setting and then losing a record at the same Event shall not receive credit for establishing a record.

### 4. MOTORS & MOTOR SPECIFICATIONS

#### A. REQUIREMENTS & PROHIBITIONS, PERMITTED MODIFICATIONS & SUBSTITUTIONS, (ALL MOTORS)

1. May use spacers to limit armature endplay.
2. May use armature dye.
3. May use any type of screws to retain endbell to can/strap.
4. May use any endbell and hardware that will properly fit type motors.
5. Magnets may be glued or epoxied in place, and may be honed for armature clearance. Magnet c-clips are not required.
6. Any motor springs are permitted.
7. Shunt wires are permitted in *all* motors.
8. Ball bearings are allowed in Group 7 and Group 27 motors, as well as other motors if so permitted by Class Rules.
9. Oilites or bearings may be soldered or epoxied in place.
10. All C-Can and Super 16D/Stock 16D components shall be available through normal distribution channels.

**B. ARMATURES (ALL)** Shall meet the following specifications:

1. **Group 7:** No restrictions.
2. **Group 7 C-Can (“Top Gun”):** Restricted minimum diameter (see *Section 4.B.8*, below). No other restrictions.
3. **Group 27:** 38 turns of 27 Gauge (bare) wire (min. size .0141, max. size .0144). Armature stack length shall be a minimum of 0.440” (11.17 mm). No min. diameter. May be hand wound.
4. **Group 20:** 38 turns of 27 Gauge (bare) wire (min. size .0141, max. size .0144). Armature stack length shall be a minimum of 0.440” (11.17 mm).
5. **Group 12:** 50 turns of 29 Gauge (bare) wire (min. size .0112, max. size .0115). Armature stack length shall be a minimum of 0.350 inches (9.30 mm)
6. **Super 16D:** 60 turns of 28 Gauge (bare) wire. Armature stack length shall be a minimum of .480” (12.19 mm).
7. **Stock 16D:** 70 turns of 30 Gauge (bare) wire. Armature stack length shall be a minimum of .600” (15.24 mm).

8. **Diameter(s): Group 7 C-Can:** Shall have a diameter no less than .485" minimum. **Group 20, Cobalt:** Shall have a diameter no less than .480" minimum. **C-Can Group 20-12:** Shall have a diameter of .513" ± .003". **Super 16D:** Shall have a diameter of .523" ± .003". **Stock 16D:** Shall have a diameter of .513" ± .003".

9. **Winding:** all Group 20, 12, & 16D armatures shall be machine wound in series.

10. **Tag:** All Group 27, 20, 12, S16D and 16D armatures shall be factory tagged.

11. **Original Armature Coating:** On Stock 16D and Super 16D armatures, the original stack coating material shall not be removed.

C. **CANS/STRAPS, COBALT** Group 7 or group 27 motors may have a strap can and have no other restrictions except that group 27 shall meet armature specifications.

D. **CANS (C-Cans)** Shall meet the following specifications:

1. Can inside minimum dimensions are defined as not less than:

a. Length: 0.925 inches (23.50 mm).

b. Width: 0.835 inches (21.20 mm).

c. Height: 0.560 inches (14.20 mm).

2. Can shall have top and bottom (no straps).

3. Cut cans or machine work not permitted.

E. **ENDBELLS (C-Can & 16D)**

Machine work not permitted. External bushing opening may be enlarged for oiling and/or bushing/bearing clearance. C-Can and Super 16D/Stock 16D motors shall not utilize a metal endbell.

F. **MAGNETS (C-Can)** Shall meet the following specifications.

1. **Material:** Magnets may not contain "rare earth" materials (defined as elements with atomic weights 58 thru 71). This includes mixing these materials with the epoxy. Ceramic magnets shall not be machined to insert these materials. Polymer/plastic cobalt magnets are not permitted. *Note:* these types of magnets may be detected by scoring the suspect magnet with a razor knife - they will be very soft.

2. **Dimensions:** Magnet dimensions plus or minus 10% are as follows:

a. **Length:** 0.500 inches (12.70 mm).

b. **Width (Thickness):** 0.150 inches (3.81 mm). This specification (only) shall not apply to Group 7 Open C-Can magnets only.

c. **Height:** 0.550 inches (13.97 mm).

3. **Configuration:** Shall not consist of more than two segments each ("quads"). They shall have flat tops/bottoms their entire length, parallel to the top and bottom of the can in both longitudinal and transverse directions. Similarly, the end surfaces of the magnets shall be perpendicular to the centerline

of the armature, and shall not be angled in or out in respect to that centerline. Any magnets not meeting these specifications, either by nature of manufacture or by alteration by the competitor, are specifically prohibited from Class competition.

G. **STOCK 16D & SUPER 16D MOTORS** Shall be an original or spec-legal replacement armature (see Sec. 4.B.8., above) installed in stock set-up with original or spec-legal replacement magnets. Modifications restricted to armature retrueing, soldering or epoxying in bushings, gluing or epoxying magnets in place. Bushings may be substituted, armature spacers to limit endplay are permitted, and any springs or brushes and any screws to retain endbell to can may be used.

## 5. CARS

### A. GENERAL RULES

1. **Body Designs** shall resemble full size race cars as they appear in IHRA and NHRA drag racing.

2. **Body Restrictions: Design & Configuration** It is impossible, without countless pictures, to completely describe permissible body modifications. To that end, the following Guidelines/ Categories should be observed regarding Classes and appropriate bodies and modifications:

a. **Full Scale Appearance** No modification from prototype. Includes Super Stock, GT, Stock Truck.

b. **Close-to-Scale Appearance** Only those modifications and configuration permissible on full-size counterparts or specifically permitted by these Rules. Bodies shall be based on configurations appropriate to the prototype represented. Includes Hard Body Funny Car and Hard Body Pro Stock.

c. **Semi-Scale Appearance** Only those modifications and configuration alterations necessary to permit appropriate performance and stability levels in Competition. Bodies shall be based on configurations appropriate to the prototype represented. Includes Factory Modified, Pro Stock, Pro Stock Truck, Scale Dragster.

d. **Modified Scale** Those bodies that have modifications and configuration alterations that exceed those necessary for performance and stability. Bodies shall be based on configurations appropriate to the prototype represented. Includes Pro Modified, Nitro Coupe, Top Sportsman, Top Gun, Blown Doorslammer, Pro Doorslammer

e. **Non-Scale Appearance** Those bodies that are "representations" of their full-scale counterparts, and whose configurations are extensively modified specifically for slot car drag racing.

3. **Availability** All bodies shall be available through normal distribution channels.

4. **Right to Disallow Body** The SDRA reserves the right to prohibit the use of a specific body in a restricted Class if its modifications and/or configuration exceed those intended for the Class (see above). Manufacturers shall maintain scale proportions as much as possible given production limitations. Those that fail to do so may have specific

bodies deemed ineligible for Competition in some or all Classes.

## 5. Body Specifications

### a. Air Control Design & Devices (see Glossary)

1. As noted above in Section 5.A.1., cars shall, as much as possible within their respective Class restrictions, conform to scale appearance
2. Unless otherwise so specified, no connecting front-to-rear wings, side dams, or air dams are permitted.
3. **Spoiler / Airdam / Diaplane, Front:** Permitted unless otherwise restricted or prohibited in Class Rules. Shall have a maximum forward length of ½" (0.500"), as measured from the extreme leading edge of the front bumper to the outer limit of the diaplane.
4. **Spoiler, Rear:** Permitted unless otherwise prohibited in Class Rules. Unless otherwise specified, shall conform to the following dimension from the most extreme (highest or most rearward molded plastic) plane of the deck lid: maximum 1 ½" (1.500"). Spoiler may be bent in any direction after mounted in place.

**b. Body Trimming, General** - The following Classes *only* may utilize bodies without rear sections or rear bumpers: TF/A, TA/A, TF/FC, TA/FC, all Dragster classes, and Pro Doorslammer. All other Classes shall observe the following body trimming limitations:

1. **Funny Car** The rear section shall be trimmed to a height dimension no less than ½" (.500").
2. **Modern Coupe & Sedan** The rear section shall be trimmed to the bumper height/trim line, or a height dimension no less than ¾" (.750) from the uppermost part of the rear body
3. **Older Coupe, Sedan & Roadster** (i.e., '48 and earlier) Shall be trimmed in a manner representative of the appearance of a full-scale equivalent. This shall not include complete removal of the rear trunk/deck.
4. **Super Stock/GT** The height of the rear body shall not be altered.
5. **Pro Modified/Nitro Coupe** The rear of the car shall be trimmed to a dimension of no less than ¾" (.750") from the uppermost part of the (original) rear body.

**c. Body Trimming, Wheelie Bar Clearance** Bodies may be trimmed for purposes of clearing wheelie bars and attendant braces. Such permission shall not be interpreted as encouraging or permitting excessive slotting of the rear of the body for purposes of air relief, nor the design of the chassis or mounting of the body in such a

manner as to permit and/or require such excessive slotting. These limitations shall extend to all applicable cars, including those in Bracket Races. The Race Director shall have the final authority on identifying and correcting this condition should he/she identify it.

**d. Fender or Wheel Wells** Wheel wells shall be clear, or both front and rear shall be trimmed to the horizontal centerline of the front wheels. Any trimming for wheel or tire clearance shall not extend into the top surface of the body or fender. All wheel wells shall be in the original position found on the prototype and within the limitations of the *Body Guidelines*, above.

**e. Interior** Unless specific Class Rules permit otherwise, all cars shall contain a suitably detailed, 1/24<sup>th</sup> or 1/25<sup>th</sup> scale, full-coverage interior with, at a minimum, a three dimensional ("3-D") driver with helmet, shoulders, arms and steering wheel. A flat lexan/plastic piece with the driver simply etched into the surface is not legal for any Class. The interior shall be mounted in the original cockpit position at all times during qualifying and racing, and shall be opaque or painted.

#### 1. Interior Requirements:

**TF/A & TA/A:** 3-D driver taped to center of windshield.

**All other Altered:** 3-D driver taped to underside of cockpit area or 3-D driver taped to center of windshield, remainder of the interior filled with opaque lexan, styrene, or colored paper, as appropriate to body configuration.

**A/FD (scale):** 3-D driver or a model kit driver.

**All other Dragsters:** 3-D driver taped to underside of cockpit area.

**TF/FC & TA/FC:** 3-D driver taped to center of windshield.

**All other Funny Cars:** Full interior. 3-D driver taped to center of windshield, remainder of the interior filled with opaque lexan, styrene, or colored paper.

**Doorslammer Cars and Trucks:** full 3-D interiors.

**f. Numbers & Markings** All cars should display numbers and other markings (of reasonable size and position) which conform to the appearance of full scale drag racing cars. Note: Permanent numbers may be issued by local raceways to each Class for scoring purposes.

**g. Openings & Coverage** Save for cockpit and other legitimate body openings that are clearly prototypical in nature, the chassis shall be completely covered by the body when viewed from above. Other than Altered, Dragster, or "Gasser" type cars, the body shall cover the entirety of both the guide flag and tires when viewed from above.

**h. Paint** All bodies originally produced in a clear or transparent material shall be fully painted and opaque when viewed from the top, sides, and ends, save for those clear areas permitted by these Rules, i.e., windows and wheelwells. It is recommended that bodies of other, opaque materials, i.e., polystyrene or resin, be painted. It is desirable, *but not mandatory*, that all bodies be detailed to resemble full size race cars,

including exhaust pipes, body lines, injector stacks, mirrors and decals.

- i. **Windshield & Windows** Windshield and windows, if present on the body, shall be clear or shall be lightly tinted while remaining translucent. The rear window and rear quarter windows of Altered and Funny Car-type bodies may be blocked out as per the prototypes.
6. **Clearance, Minimum** No part of the chassis or a driven gear shall be closer than 1/16<sup>th</sup> (1.6 mm). Not including wheelie bar wheels/tires, no chassis parts shall drag on the track under any condition.
7. **Component Replacement** After Tech and during Class Qualifying, Competitors may freely replace any component on a car except the original chassis and body. If significantly damaged during Competition (as in full-scale drag racing), a body may be replaced only after permission to do so is granted by the Race Director/Tech inspector. Those found to have changed bodies without such permission shall be disqualified, as shall those discovered to have changed chassis.  
After Qualifying, no discretionary changes to Class cars are permitted. Cars will race in the condition and with the components with which they Qualified. If any part on a car breaks during Eliminations, said car and part will be inspected and approved by the Race Director/Tech Inspector both before and after any such repair and/or component replacement is made. Failure to obtain such permission will result in the disqualification of the car, and any records said car has set at any time during the Event will be null and void.
8. **Guide (Flag)** All cars shall have no more than one guide flag/pickup device. Any such flag or device shall be no more than 1.00" (25.40 mm) long.
9. **Scale** Cars shall be built to a scale 1/24<sup>th</sup> or 1/25<sup>th</sup> that of an actual drag racing car.

10. **Wheels & Tires, Car** All cars shall have two (2) front and two (2) rear wheel & tire assemblies. All tires shall be black in color, and shall be of a rubber or similar elastomeric substance.
  - a. **Wheels/Tires, Front** Unless otherwise specified in Class Rules, front tires shall not be smaller than ¾ inch (.750"). All front wheels shall be mounted in an upright, vertical position, they shall rotate on their axles, and the tires shall protrude below the bottom surface of the chassis.
  - b. **Configuration of Front Wheels & Tires** In all cases, front tires shall be mounted both in the position and in the "attitude" found on a like-bodied prototype; they shall not be meaningfully cambered or "tipped" in a manner that would allow a body to be mounted *lower* than an upright tire in the same location would permit. Likewise, they shall not be sectioned or have a portion of an

otherwise round tire removed to accomplish the same end.

- c. **Wheels & Tires, Rear** Basic minimum diameter of rear tires shall be no less than .950"; some Classes may specify a larger minimum diameter, and may additionally specify a minimum tread width or "contact patch." Such width or patch is defined as that area of the tire surface fully in contact with the track, and does not include any shoulder or sidewall curvature.
  - d. **Front Wheel Drive/4 Wheel Drive** Any car which drives exclusively through its front wheels shall have a front tire of no less than .950" diameter and a rear tire of no less than ¾" (.750"). Any car which has all 4 wheels driven shall have a minimum diameter of .950" for all tires.
11. **Wheels & Tires, Wheelie Bar** – It is strongly recommended that all cars utilize wheelie bar wheels and tires. Should such be installed, in all cases they shall have tires made of a non-conductive material that inflicts no damage to the track surface.
  12. **Wheelbase** – The wheelbase of the chassis, that is, where on the chassis the wheels and tires are located, shall conform to the original wheel well openings on the body utilized as closely as possible.
  13. **Wheelie Bars:** Permitted, not to exceed 5" from the centerline of the rear axle to the centerline of the wheelie bar axle/wheel.
  14. **Width, Maximum** – No car shall be more than 3.25" (82.6 mm) wide at any point.
  15. The SDRA reserves the right to prohibit components and/or techniques which it judges are not in the best interest of the hobby.
  16. No permitted modification or alternate component shall additionally perform a prohibited function. "If it doesn't say that you can do it, then you can't do it!"

## 6. CAR CLASSES & SPECIFICATIONS

### A. CLASSES, LEXAN

#### 1. Altered Classes (-/A)

**Body: Category D.** Pre-1948 coupe, sedan, or roadster. Shall resemble full-scale altered style type car. No side dams or connecting wings front to rear of main body.

**Chassis : A/A (only):** Spring Steel Chassis Only.

**All Others:** Unlimited, ball bearings allowed.

**Length Limit, All Cars:** 12.0" maximum overall length from nose to centerline of wheelie bars axle/wheels.

**Motor: AA/FA:** Group 7, ball bearings allowed. Quad magnets only.

**TA/A:** C-can, ceramic magnets, any armature, ball bearings allowed.

**A/A:** Group 20, ball bearings allowed.

**B/A:** Group 20, no ball bearings.

**C/A:** Group 12, no ball bearings.

**D/A:** Super 16D, no ball bearings.

**E/A:** Stock 16D, no ball bearings.

**Tires/Wheels, Front** : ½ inch (.500") minimum diameter.

**Weight: AA/FA:** 45 grams. **A/A:** 70 grams. **All**

**other Classes:** 90 grams.

**Wing, Front:** Permitted. Maximum projection forward of guide .250".

**Wing, Rear:** Permitted.

## 2. Blown Doorslammer (B/DS)

**Body: Category D.** Unlimited, except no Altered, Dragsters, or funny-cars. Shall have hood scoop, top-hat blower or engine detail. Shall have complete front and rear bumpers as delivered by factory on original full scale cars.

**Chassis:** Unlimited, ball bearings allowed.

**Motor:** Unlimited, ball bearings allowed, Quad magnets only.

**Weight:** 70 grams.

## 3. Dragster Classes (-/FD & -/D)

**Body: Category D.** Shall resemble those used in NHRA Dragster competition. No connecting or side dams on main body.

**A/FD:** This class is intended for "Scale appearing Dragsters like those that are being run currently in NHRA only" and requires a 9" minimum wheelbase and a high mounted rear wing

**Chassis: (all):** Limited to 14" overall length from nose to centerline of rear axle. Ball bearings allowed.

**Motor: TF/D:** Group 7 motor, ball bearings allowed,

Quad magnets only.

**TA/D:** C-can, ceramic magnets, any armature, ball bearings allowed.

**A/D:** Group 20, ball bearings allowed.

**A/FD:** Group 20, ball bearings allowed, inline only.

**Tires/Wheels, Front:** 1/2 inch (.500") minimum diameter.

**Tires/Wheels Restriction, Rear: AF/D (only):** Rear Tire 1.060" minimum diameter.

**Weight: AA/FD:** 45 grams. **TA/D:** 70 grams. **A/D:** 90 grams. **A/FD:** 110 grams.

**Wheel base: A/FD (only):** 12" maximum.

**Wing, Rear:** Rear Wing on A/FD 2 1/4" minimum height measured from the centerline of the rear axle. May be mounted to the rear or above the rear axle, but not in front of the rear axle. Shall maintain scale appearance.

## 4. Factory Modified (F/M)

**Body: Category C.** 1985 or newer American sedan body. Body may not be chopped, lowered, or have wheel wells enlarged, body shall have Pro style hood scoop. Shall have complete front and rear bumpers as delivered by factory on original full scale cars.

**Chassis:** Unlimited, ball bearings allowed.

**Motor:** C-can group 12. No ball bearings.

**Weight:** 90 gram minimum.

## 5. Fuel Coupe (Funny Car) (-/FC)

**Body: Category D.** 1980 or newer funny car body. All classes except TF/FC and TA/FC shall have full interior and at least 1/2 inch minimum height on the rear of the body.

**Chassis:** Unlimited, ball bearings are allowed.

**Motor: TF/FC:** Group 7 motor. Ball bearings allowed, Quad magnets only.

**TA/FC:** C-can, ceramic magnets, any armature, ball bearings allowed.

**A/FC:** Group 20, ball bearings allowed.

**B/FC:** Group 20, no ball bearings allowed.

**C/FC:** Group 12, no ball bearings allowed.

**D/FC:** Super 16D, no ball bearings allowed.

**Length Limit, All Cars:** 12.0" maximum overall length from nose to centerline of wheelie bars axle/wheels.

**Tires, Front :** 1/2" (.500") minimum diameter.

**Weight: TF/FC:** 45 grams. **TA/FC:** 70 grams. **A-B-C-D/FC:** 90 grams.

## 6. Junior Dragster (JR/D)

This class is intended for but, not restricted to racers under the age of 16. The chassis can be a maximum of 7 1/2" long from the nose to the centerline of the rear axle. Wheelie bars are Permitted, 3 1/2" maximum length. No ball bearings in chassis or motor. This class shall run on a breakout time of 1.20 seconds with a full (.500) tree. The breakout time can be changed based on local track conditions. At SDRA national or regional Events Jr./D entrants are restricted to racing no faster than Top Sportsman.

## 7. Pro Stock (P/S)

**Body: Category C.** 1985 or newer American sedan body. Body may not be chopped, lowered, or have wheel wells enlarged, body shall have Pro style hood scoop. Shall have complete front and rear bumpers as delivered by factory on original full scale cars.

**Chassis:** Unlimited, ball bearings allowed.

**Motor:** Group 27, bearings allowed, Quad magnets only.

**Weight :** 90 grams.

## 8. Street Modified (S/M)

**Body: Category C.** 1985 or newer American sedan body. Body may not be chopped, lowered, or have wheel wells enlarged, body shall have Pro style hood scoop. Shall have complete front and rear bumpers as delivered by factory on original full scale cars.

**Chassis:** Unlimited, ball bearings allowed.

**Motor:** Super 16D, no ball bearings.

**Weight:** 90 grams.

## 9. Top Gun (T/G):

**Body: Category D.** 1940 or newer body. No Dragster or funny car bodies are Permitted. Shall have complete front and rear bumpers as delivered by factory on original full scale cars.

**Chassis:** Unlimited, ball bearings allowed.

**Motor:** C-can, ceramic magnets, any armature, ball bearings allowed.

**Weight:** 70 grams.

## 10. Top Sportsman (T/S):

**Body: Category D.** 1950 or newer doorslammer type body. Body may be chopped, or lowered. May not have wheel wells enlarged. No Altered, Dragsters, or funny car bodies. Shall have a hood scoop, top-hat blower, or engine detail. Shall have rear bumper with no material removed from above the rear bumper. This includes

artificial attempts to ventilate air from the inside of the body.

**Chassis :** Unlimited. Ball bearings allowed.

**Motor:** C-can group 20 motor. Ball bearings allowed.

Rear wing: Permitted.

**Weight :** 90 grams.

## 11. Truck

### a. Pro Stock Truck (PS/T):

**Body: Category C.** Any 1/24th or 1/25th "SCALE" 1990 or newer pick up body. No slammed bodies are allowed. Body shall have complete front and rear bumpers as delivered by factory. Full 3-D interior.

**Chassis :** Unlimited, no axle bearings.

**Motor:** Group 20. No ball bearings.

**Weight:** 90 gram minimum.

## 12. Drag Bikes (-/ DB)

**Body: Category C.** Shall resemble NHRA style of bike.

**Chassis:** Unlimited, shall have two wheels "no trikes."

**Drive: TF/DB:** May be gear or belt driven (O-ring or cog). **All others:** Shall be belt driven (O-ring or cog). No gears.

**Motor: TF/DB:** Group 20, ball bearings allowed.

**PS/DB :** Group 12, all bearings allowed.

**SS/DB:** Super 16D motor, ball bearings allowed

**S/DB:** Stock 16D motor, ball bearings allowed.

**Weight:** 90 Grams.

## B. CLASSES, HARDSHELL

### 1. Hard Body Pro Stock (HB/PS)

**Body: Category B.** 1980-current American coupes, hardtops, and sedans similar to those run in NHRA or IHRA Pro Stock during those years. Injection-molded styrene kit, promotional model, or resin-cast bodies only. No funny car conversions, convertibles, or two-seat vehicles. Shall have complete front and rear bumpers as delivered by factory on original full-sized vehicle. Shall have a minimum 1/16" (.0625") clearance under body, gears and chassis.

**Required Modification:** Cars shall have Pro Stock style hood scoop which should, whenever possible, match the configuration of the scoops current during the era of the car represented. Scoop shall be a *minimum* of 7/16" (.437") high above hood line, 5/8" (.625") wide, and 1 ¼" (1.250") long.

#### Permitted Modifications:

a. Rear wheel wells may be enlarged for tire clearance and/or scale appearance.

b. Stock rear spoilers which are molded in place and their accompanying body forms may be completely removed (only), and the rear deck and upper rear fenders modified to duplicate full-sized Pro Stock rear bodies, e.g., Camaro, Firebird. Note: any body so modified will be

subject to *close* scrutiny to determine compliance with both the letter *and* spirit of the specification.

c. Windshield wipers may be removed. The area between the rear of the hood and windshield may be filled, provided such filler piece or hood extension is no higher than original kit/promo/resin rear hood profile. Windows and windshield may be replaced with lexan or polycarbonate replicas, and may be flush mounted.

d. Commercially-available injection-molded replica Pro Stock Kits, e.g., Revell Oldsmobiles and Firebirds, etc., are permitted. Bodies of such kits shall not be further modified beyond kit configuration save for addition of front and (alternate) rear spoilers (see "*Spoiler, Front*" and "*Spoiler, Rear*," below).

**Chassis:** Unlimited, ball bearings allowed.

**Motor:** Group 20 armature. Ball bearings are not allowed.

**Spoiler, Front:** A front spoiler or diplane may be added. If fitted, it shall extend no further forward than ¼" (.250") from any point on the lower edge of the front most portion of the body (forward of the front edge of the front wheel openings). An intermediate device may be used to mount spoiler/diplane to the underside of the nose. It is recommended that the spoiler/diplane be no lower than the lower edge of the rocker panels.

**Spoiler, Rear:** Permitted, but shall be mounted on the highest and most rearward molded plastic of the deck lid. Maximum 5/8" (.625") overhang. Sideplates, if present, shall be no higher than 3/32" (.0938") *above* the upper plane of the spoiler.

**Wheel Base:** Shall conform to body wheel well openings.

**Weight:** 120 grams.

### 2. Hard Body Nostalgia Pro Stock (HB/NPS)

**Body: Category B.** 1967-1979 American coupes, hardtops, and sedans similar to those run in NHRA Pro Stock during those years. Injection-molded styrene kit, promotional model, or resin-cast bodies only. No funny car conversions, convertibles, or two-seat vehicles. Shall have complete front and rear bumpers as delivered by factory on original full-sized vehicle. Shall have a minimum 1/16" (.0625") clearance under body, gears and chassis. Other than those specified below, no modifications to the original body configuration shall be permitted.

**Required Modification:** Cars shall have Pro Stock style hood scoop which should, whenever possible, match the configuration of the scoops current during the era of the Pro Stock car represented, e.g., "mailbox," "shotgun," "high-rise," etc. In the absence of such scoops, current-era scoops are permissible. All scoops shall be a *minimum* of 7/16" (.437") high above hood line, 5/8" (.625") wide, and 1 ¼" (1.250") long.

#### Permitted Modifications:

a. Rear wheel wells may be enlarged for tire clearance and/or scale appearance.

b. Windshield wipers may be removed. Windows and windshield may be replaced with lexan or polycarbonate replicas, but shall not be flush

mounted unless so configured on the original vehicle.

**Chassis:** Inline only, ball bearings allowed.

**Motor:** Group 12 armature, ball bearings prohibited.

**Spoiler, Rear:** Permitted, but shall be mounted on the highest and most rearward molded plastic of the deck lid. Maximum 5/8" (.625") overhang. Sideplates, if present, shall be no higher than 3/32" (.0938") above the upper plane of the spoiler.

**Tires, Rear:** 1 1/8" (1.125") minimum diameter.

**Width:** 1/2" (.500") minimum.

**Wheel Base:** Shall conform to body wheel well openings.

**Weight:** 120 grams.

### 3. Hard Body Funny Car (-H/FC)

**Body: Category B.** Shall be a styrene kit (injection-molded only) or resin-cast replica body only. It shall not be narrowed and the top shall not be "chopped" or lowered. Except for permitted modifications, below, body shall retain original configuration and profile, including all panel forms and lines as found on the original kit or resin body.

#### Permitted Modifications:

- a. Kit windshield and side windows may be replaced with lexan/polycarbonate replicas. Such replacements shall be clear (only).
- b. The bottom of the body may be trimmed no more than 1/4" (.250") on all lower edges.
- c. **Spoiler, Rear** vertical spoiler surface(s) may be removed from the kit/cast body. If removed, surface(s) shall be replaced with a spoiler extending from sideplate to sideplate. This spoiler shall be styrene or lexan/polycarbonate. Its vertical/"active" surface shall begin at the rearmost edge of the rear deck surface (the location of the original kit/body spoiler), and shall extend up or rearwards only, no less than 1/4" (.250") and no more than 3/4" (.750") from that point.
- d. **Spoiler, Rear, Sideplates** Original kit/body rear spoiler sideplates, if present, may be replaced with styrene or lexan/polycarbonate replicas. Such replicas shall be the original height, length, and profile of the original kit/body components. If original kit/body sideplates are not utilized, original sideplate mounting flanges, if present, may be removed.  
**Note:** Rules c. & d., above, are intended to provide for the replacement of fragile, display-model components with assemblies more suited for the conditions encountered by slot car drag racing bodies. These Rules shall not be interpreted as permission to alter the "scale" appearance and/or aerodynamics of a body.
- e. A front spoiler or diplane may be added. If fitted, it shall extend no further forward than 1/4" (.250") from any point on the lower edge of

the front most portion of the body (forward of the front edge of the front wheel openings).

**Chassis:** Unlimited, ball bearings allowed.

**Motor: AH/FC:** Group 20, ball bearings permitted

**CH/FC:** Group 12, ball bearings prohibited.

**Spoiler, Rear:** See "Permitted Modifications," above.

**Tires, Rear:** 1 3/16" (1.188") minimum diameter.

**Width:** 1/2" (.500") minimum.

**Weight:** 120 grams.

### 4. Nitro Coupe (N/C)

**Body: Category D.** Shall be based on plastic model car kit, promotional, or resin cast body of a coupe, sedan, hardtop, or truck. No vacuum-formed bodies permitted. Convertible, altered, Dragster, or funny car bodies are prohibited. Body shall have Pro-Stock style hood scoop, top hat, or blower extending through hood. Bodies may be chopped, lowered, diplane added etc., but shall conform to basic Pro Mod/Nitro Coupe style appearance. Any modification(s) shall permit enough room for a similarly scaled driver and engine. No "wing car" bodies.

**Chassis:** Unlimited, axle bearings allowed.

**Motor:** Group 20, ball bearings permitted.

**Weight:** 120 grams.

### 5. Pro Modified (P/M)

**Body: Category D.** Shall be based on plastic model car kit, promotional, or resin cast body of a coupe, sedan, hardtop, or truck. No vacuum-formed bodies permitted. Convertible, altered, Dragster, or funny car bodies are prohibited. Body shall have Pro Stock-style hood scoop, top hat, or blower extending through hood. Bodies may be chopped, lowered, diplane added etc., but shall conform to basic Pro Mod/Nitro Coupe style appearance. Any modification(s) shall permit enough room for a similarly scaled driver and engine. No "wing car" bodies.

**Chassis:** Unlimited, ball bearings allowed.

**Motor:** C-can group 12. No ball bearings.

**Weight:** 120 grams.

### 6. Super Stock & GT (SS/- & GT/-)

**Body: Category A.** Shall be an injection-molded styrene model kit, "promotional" model, or epoxy resin-cast body only ("lexan" and vacuformed styrene prohibited). Vehicle shall be a 1955 or newer American series-production coupe, sedan, convertible, station wagon, panel delivery, or pickup body only.

a. **Convertibles** Shall have a fully-erected factory-production soft top or factory-production hard top installed.

b. **"Sports cars"** eligible shall be limited to early production *Ford Thunderbirds*, all production *Corvettes*, and production *Dodge Vipers* and *Pontiac Fieros*. Convertible or "roadster" version of such cars shall utilize a factory-production hardtop or convertible top.

c. **Restricted Modifications** There shall be no modifications to the stock configuration of the body as delivered by the manufacturer. No material shall be removed from the bottom of the rocker panel(s)

for any reason. Wheelwells shall not be enlarged. Bodies shall have complete front and rear bumpers and valence panels for the model used.

- d. Permitted Modifications** *GT* Category cars (only) may open up the underside of the body's front/nose area for chassis and/or guide clearance only. On all cars, rear bumpers and/or valence panels may be notched for wheelie bar brace clearance as required, but these notches shall not be enlarged for ventilation purposes. Any ventilation that is not contained on the originally manufactured, full-sized vehicle is prohibited
- e. Windows, Accessories & Attachments** Cars shall have, as a minimum, clear or lightly tinted windshield and rear windows installed. Kit styrene windshield/windows may be replaced with "lexan" or equivalent. Flush mounting of windshield and rear and side windows is prohibited unless original, full-sized vehicle was so configured. Body shall have all street legal equipment, e.g., full headlight and taillight lenses or equivalent replacement(s). Side view mirrors and windshield wipers, if separate kit components, may be omitted, but "molded-on" components shall not be removed. No hood scoops, wings, or front or rear spoilers, air dams, or diaphanes are permitted unless such components were original factory equipment on the make and model used.
- f. Category Classification** 1955 to 1979 vehicles shall compete in *SS* or "*Super Stock*" Category, and 1980 and later cars shall compete in *GT* or "*Grand Touring*" category.

**Chassis:** Shall conform to body markings. Ball bearings Permitted in *SS/A* or *GT/A*

**Motor:** *SS/A* – *GT/A*: Group 20, ball bearings permitted.

**SS/B – GT/C:** Group 20, ball bearings not permitted.

**SS/C – GT/C :** Group 12.

**SS/D – GT/D:** Super 16D motor, ball bearings not permitted

**SS/E – GT/E:** Stock 16D motor, ball bearings not permitted.

**Weight:** 120 grams.

#### 7. Scale Pro Stock (SP/S)

**Body: Category B.** 1980-Present American coupes, hardtops, and sedans similar to those run in NHRA & IHRA Pro Stock during those years. Injection-molded styrene kit, promotional model, or resin-cast bodies only. No funny car conversions or convertibles. Shall have complete rear bumpers as delivered by factory on original full-sized vehicle. Front bumper may be altered (see "c.", below), but diaphanes are not permitted. Shall have a minimum 1/16" (.0625") clearance under body, gears and chassis. Other than those permitted below , no

modifications to the original body configuration shall be allowed.

#### **Required Modification:**

**a. Scoop:** Cars shall have forward-facing Pro Stock style hood scoop which should, whenever possible, match the configuration of the scoops current during the era of the Pro Stock car represented, All scoops shall be a *minimum* of 3/8" (.375") high above hood line, 5/8" (.625") wide, and 1 1/4" (1.250") long.

**b. Spoiler, Rear:** Shall be mounted on the highest and most rearward molded plastic of the deck lid. Maximum 7/8" (.875") overhang. Sideplates, if present, shall be no higher than 1/8" (.125") *above* the upper plane of the spoiler.

#### **Permitted Modifications:**

**a.** Rear wheel wells may be enlarged for tire clearance and/or scale appearance.

**b.** Windshield wipers may be removed. Windows and windshield may be replaced with lexan or polycarbonate replicas, but shall not be flush mounted unless so configured on the original vehicle.

**c.** Body may be "channeled" or slightly lowered; if so, all original door lines and 2/3rds of the original front bumper must remain.

**d.** Any additional body modification or detail shall be based on a full scale NHRA/IHRA example and shall be documented with photographic proof at every Event.

**Chassis:** Inline only, ball bearings allowed.

**Motor:** Group 20 armature, ball bearings permitted.

**Tires, Rear:** 1 1/16" (1.0625") minimum diameter.

**Width:** 1/2" (.500") minimum.

**Wheel Base:** Shall conform to body wheel well openings.

**Weight:** 120 grams.

### C. CLASSES, INDEX & BRACKET RACING

#### 1. Pro Comp (P/C)

**Dial-In:** .690 (.340 For 1/8 Mile .540 For 1000' Tracks)

**Body:** Any 1/24 Or 1/25 drag body.

#### 2. Competition Eliminator (C/E)

**Dial-In:** .790 (.440 For 1/8 Mile .640 For 1000' Tracks)

**Body:** Any 1/24 Or 1/25 drag body.

#### 3. Super Comp (S/C)

**Dial-In:** .890 (.540 For 1/8 Mile .740 For 1000' Tracks).

**Body:** Any 1/24 Or 1/25 scale drag body. For Dragsters, Funny Cars, Factory Experimental-type cars, and doorslammers. Motorcycles prohibited.

**Body Specifications, Super Gas & Super Street:** Any 1/24 Or 1/25 full-bodied car, with full fenders, hood, top, grille, windshield and functional doors. Bumpers optional. Sports Cars, Vans, Pickups, Panel Trucks permitted. Left-hand-steering Street Roadsters and open Sports Cars, per NHRA prototype, permitted. Open-wheel Altered, Dragsters, Funny Cars, or motorcycles are prohibited.

#### 4. Super Gas (S/G)

**Dial-In:** .990 (.640 For 1/8 Mile .840 For 1000' Tracks).

#### 5. Super Street (S/S)

**Dial-In:** 1.090 (.740 For 1/8 Mile .940 For 1000' Tracks).

**Body Specifications, Pro Street, Heavy Street, Trophy Street:** Any 1/24 Or 1/25 full-bodied car, with full fenders, hood, top, grille, windshield and functional doors. Bumpers optional. Sports Cars, Vans, Pickups, Panel Trucks permitted. Left-hand-steering Street Roadsters and open Sports Cars, per NHRA prototype, permitted. Motorcycles permitted. Open-wheel Altered, Dragsters, or Funny Cars are prohibited.

**6. Pro Street (P/ST)**

**Dial-In:** 1.190 Dial-In (.840 For 1/8 Mile 1.040 For 1000' Tracks).

**7. Heavy Street (H/ST)**

**Dial-In:** 1.290 (.940 For 1/8 Mile 1.090 For 1000' Tracks)

**8. Trophy Street (T/ST)**

**Dial-In:** 1.390 (1.040 For 1/8 Mile 1.190 For 1000' Tracks)

**9. Quick 8** The quickest 8 qualifiers make the field, then you set your dial-in and bracket race on a Pro tree!!

**Body:** Any 1/24 Or 1/25 "Doorslammer Style" drag body. Reserved for full-body cars, with full fenders, hood, grille, top, windshield and functional doors.

**Motor:** C-can group 20.

**10. Quick 16** The quickest 16 qualifiers make the field, then you set your dial-in and bracket race on a Pro tree!!

**Restrictions:** None, except cars shall comply with general rules ( safety, clearance, tire, body, etc.) **Track Owner Option:** may choose to qualify all entries in Quick 8 & Quick 16, then have those that make the field pay before Eliminations.

**11. Bracket Racing Rules**

**Dial-Ins:** 3.0 second maximum dial-in. 1.800 max. dial-in for 1000 ft. tracks. 1.200 max. dial-in for 1/8 mile tracks.

**Restrictions (in addition to general Rules) :**

- a. If both cars red light the car to red light first is the loser.
- b. Lane choice: In each round the first name called shall go to the right lane or wall lane.
- c. Should a driver receive a red-light foul start, and the opposing driver crosses the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated.
- d. **Jr./Brackets:** At SDRA national or regional Events Jr./Bracket entrants are restricted to racing no higher than *Top Sportsman*.

**Air Dam:** An air control device at the lower front of a car, intended to divert some of the air which would normally pass under the car when the car is in motion. See also: "Spoiler."

**Convertible:** An automobile with a top that may be lowered or removed.

**Coupe:** A 2-door automobile with an enclosed body and separate luggage compartment.

**Diaplane:** A front spoiler or airdam extending in a forward plane from the lower front structure of the car, having as its purpose both the diversion of air from beneath the car and the enhancement of downforce on the front of the body.

**Doorslammer:** A car representing one which has doors that open and close on its full-sized counterpart.

**Altered:** A pre-1948 coupe, sedan, or roadster that has been extensively modified for competition use. Fenders optional.

**Hard Top:** An automobile resembling a convertible but having a rigid top; alternately, a coupe or sedan without side door pillars.

**Sedan:** An enclosed automobile usually with front and back seats; alternately, a body with side door pillars.

**Spoiler:** A panel attached to the body of a car at the front or rear, intended to alter airflow around that end of the car when the car is in motion. See also: "Air Dam."

**Wing:** An aerodynamic attachment to the structure of a car specifically intended to generate downforce from the action of the air flowing over the upper *and* lower surfaces of the attachment, creating a pressure differential.

**NOTES:**

**7. GLOSSARY & DEFINITIONS**