HOUSE RULES T/R MOTORPLEX

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.

Cars must have 2 front and 2 rear wheels with black rubber tires
- -Rear tire minimum diameter .950"
- -Front tire 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, guide flag, wheelie bars and brade. Gears must no damage track or track brade.

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 area 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 race director. Switching of original chassis prohibited.

If driver is found to have switched a chassis he will be disqualified from events as determined by the track owner/race director.

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. Staging time will resume where clock stopped once one minute break time has expired. Proof of breakage must be presented to race director. Car must break on starting line. A car wired backwards does not constitute 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 bottom of ladder. If a contestant's car is found to be under weight 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 a on "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 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.

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 car to deslot, the car causing the crash will be disqualified. If the cause cannot be determined, the race will re-run. If both cars deslot independent of each other, the car crossing first 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.)

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 events for

unsportsmanlike conduct, unacceptable language, or intoxication by the trackowner/ race director.

Any car may be re-inspected by the race 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.

Track Owner/ Race Director Responsibility

They will be responsible to resolve any technical/procedure questions regarding these rules and/or protests decisions.

The track owner/race director will also be responsible to determine if a specific body, motor, motor component is eligible for competition.

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. Doorslammer 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 viewed from above. Body must cover guide flag and tires when viewed from above (excluding dragsters, altereds, 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. Diaplanes must be no longer than .500" from forward most point of body to tip of diaplane.

Lexan Bodies

Lexan bodies must be fully painted.

Wheel well openings on all lexan bodies must be clear or cut out 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 clearanced 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 cast 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, injected molded, resin cast or scoops scratch-built from sheet plastic are permitted. Vacuum formed scoops are permitted if they are formed as a separate part, not in combination with the hood and/or windshield
Vacuum formed hoods, roofs, “t” tops, deck lids, fenders, doors, rear quarter panels, grills, tail light panels, and bumpers are PROHIBITED in any hard body class.

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

Resin Cast Bodies

The track owner/race director will make the judgement as to the acceptability of resin cast bodies for the hardshell classes

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 $4.00 will be charged for buying a look. The protester must present a verbal protest to the race director with the $4.00 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 and with fees. The car / component in question will then 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 the rules, the car owner/driver is awarded the protest fee for damages incurred during inspection.

If the car/components are found to be out side 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 competitive events for one year.

FEES:

Complete Motor tear down for visual inspection only = $25.00
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 refuses 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 may also be banned from events for a period of one year.

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General Motor Rules

C & D can Rules

Only currently produced C & D cans are legal. Cans may not be modified in any way, except they may be re-sized to specifications and bushing/bearing holes may be enlarged for alignment. Bushings/bearings may be soldered in place. Cans may not be split and re-welded. The factory weld must remain intact. The factory weld must be visible. NO aluminum end bells allowed except in the Top Gun class. 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

Ceramic Magnet Rules C and D Can Classes

(1)Magnets must be available through standard distribution channels. Magnets may not be altered in any way from their original configuration except the sharp edges may be "broken" to allow a tighter fit to the inside of the can. They also may be ID honed for armature clearance only if class rules permit. Magnet "tips" and "ends" may not be modified. 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: 0.510L x 0.565H x 0.170T +/- 10%. D cans 0.650L x 0.570H x 0.145T minimum dimensions.

(1) Modified 4/17/2007

Motor Specifications

S16D

Set-up: Any currently mass produced D can may be used. Ball bearings are not permitted.

Armature: Any production S16D armature may be use. Must be 60 turns machine wound in **series*** 28-gauge wire (.0125 min. and .0127 max wire size). Stack dimensions are .513 min. diameter & .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 plastic endbell may be used. The endbell may not be modified in any way to improve performance. The end bell 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 S16D 16D single magnet may be used. 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.

***series** is defined by the Merriam-Webster Collegiate Dictionary as: "an arrangement of the parts of or elements in an electrical circuit whereby the whole current passes through each part or element with out branching"

S16C

Set-up: Any currently mass produced C can may be used. Ball bearings are not permitted

Any C-can production plastic endbell may be used. Any single mass produced single magnet may be used.
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 mass produced S16C armature may be use. 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: Any currently mass produced C can may be used. Ball bearings are not permitted

Any C-can production plastic 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 mass produced magnet may be used. Single or quad magnets may be used. 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 use. 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 gp 12 arm and be available through standard distribution channels.

Grp-20

Set-up: Must be a currently mass produced C-can. Ball bearings allowed.

Any C-can production plastic 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 mass produced magnet may be used. Single or quad magnets may be used. 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 use. 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 gp 20 arm and be available through standard distribution channels.

Top Gun

Set-up: Must be a currently mass produced C can. Ball bearings allowed.

Any C-can production endbell may be used. Metal end bells are permitted

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 mass produced magnet may be used. Single or quad magnets may be used. 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 use. Must be .485 minimum in diameter. Armature may be any wind and any stack lengh

Sportsman Motor

Grp-20 & Grp-12

Set-up: Only current Mura and Champion cans are permitted.(p/n M3201, 515X) Cans may not be modified in any way, except to be resized to specs and bushing holes may be enlarged for bushing alignment. Bushings may be soldered in place. Bushings must be of the sintered type as supplied by the manufacture. Machined bronze bushings are not permitted Cans may not be split and re-welded. The factory weld must remain intact. Th factory weld must be visible.

The endbell used must be from the same manufacture as the can. (p/n M3103 and 517) The endbell may not be modified in any way (no grinding, shortening, lightening, or venting). Any production hardware may be used if it uses the original mounting holes.

Only Mura, Champion and Pro Slot Mega II & III magnets may be used (p/nM3207,3208: 514, 514A, 541,PS 908,912) Quad magnets may not be used. Magnets must be held in place by steel spring clips. 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 not be honed. 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 use. Grp-

12 must be 50 turns machine wound in series 29-gauge wire (.0112 min to .0114 max wire size). Grp-20 must be 38 turns machine wound in 27-gauge wire (.0141 min to .0143 max wire size). Stack dimensions are .513 min. diameter & .350 (X-12) & .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.

Cobalt Motor Specifications

Grp-27

Set-up: Unlimited.

Armature: Any production Grp-27 armature may be use. 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: Unlimited.

HARD SHELL CLASS RULES

Super Stock A (SS/A)

Body: 1955 to current American production model. Coupe, Sedan, Station wagon, Panel Delivery, or pick-up only. No sports cars (2seater) 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.

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Chassis: Unlimited, must conform to body markings. Must have front wheels. No bearings. Front tire: ¾" 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 tops installed). Production sports car i.e. Corvettes, 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 manufacture.

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

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 manufacture.

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

Sport 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

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, altereds, or late model funny car bodies allowed. Early era funny cars must receive tech official 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 mod style appearance.
Body Dimensions:

2-1/4" minimum body width at any point.
1-1/2" minimum roof height measured from track surface.
¼" minimum side window height measured 90 degrees to the track at rear door line.
Rear wheel tubs permitted.
Front wheel tubs prohibited.
Front diaplane ½" maximum.
Must have front and rear bumper.

Race Director/Track owner 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 of wheelie bar axle.
Front Tire: ¾" minimum diameter measured 90 degrees 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

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, altereds, or late model funny car bodies allowed. Early era funny cars must receive tech official 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 mod style appearance.

Body Dimensions:
2-1/4" minimum body width at any point.
1-1/2" minimum roof height measured from track surface.
¼" minimum side window height measured 90 degrees to the track at rear door line.
Rear wheel tubs permitted.
Front wheel tubs prohibited.
Front diaplane ½" 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 of wheelie bar axle.
Front Tire: ¾" minimum diameter measured 90 degrees 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 I.H.R.A. or N.H.R.A. pro stock vehicles. Body must have original front and rear bumpers as delivered by the factory. 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 1-3/16 by 3/16 inch Head lights, parking 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 style 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 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 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: 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 1-1/16". Minimum tire tread width fully contacting track surface (0.500").

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 stock scoop and pro stock type rear wing. The wheel well openings (front & rear) may be altered to improve scale appearance but the wheel-base may not be changed.

No two seat coupe 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 to 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 rear deck no lower than horizontal. Spill 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/Tires:** Wheel hub diameter 5/8", Rear tire 1 1/16 inch minimum. There are no tire width requirements.

Motor: Group 20 **Weight:** 120 grams

Lexan Class Rules

Super Modified (S/M)

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.

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.

Rear 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.

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:

AA/FC: unlimited

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

Alcohol Funny Car **(A/FC)** Group 20
(BB/FC) Group 12

Weights:

AA/FC- unlimited
TG/FC- 70 grams
A/FC- 90 grams
BB/FC- 90 grams