

ASDRL Drag Rules

American Slot Drag Racing League

“Slot Drag Racing at its Best”

Effective Date AUG 1, 2010

These Rules are ALIVE and are subject to changes from time to time
All Changes will phase in over a 30 day period.

General Rules and Regulations

1.

Cars are to be 1/24th or 1/25th scale. No die-cast bodies allowed

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

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

-Rear tire minimum diameter .950”

-Front tire 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.

Unless specific individual 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 on deck pair will be called to the starting line for standby. Plus a double deck pair in waiting. Once starting line area is clear, driver will have one minute to stage.

No one except driver is allowed in area from “Christmas” tree to starting line, driver must set up the car. The driver must pre stage and stage their own car. The race director may modify this rule at their discretion. Handicapped participants may have assistance setting up their car.

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

Larger Bracket races when announced will allow double entry in the bracket race only.

Driver shall enter no more than two cars in each class. Excluding SS/D & GT/D (4 car max)

Unless announced prior to the race Or Race Director may make exception if car count is low.

2.

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

prohibited. If driver is found to have switched a chassis they will be disqualified from events as determined by the race officials.

Any car determined a hazard to other racers or spectators can be disqualified from competition. A competitor with mechanical problems during pre-staging may receive a one-minute period in which to correct the problem. Staging time will resume where the clock stopped, once the one-minute break time has expired. Proof of breakage must be presented to race director.

2. Continued

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. If the driver is making a Bye run and is found to be light they will loose the lane choice for the next round.

In a situation where a driver is making a single run, they will be considered the winner once the driver stages a class legal car and receives the start signal. A driver may pass 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.

3.

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 de-slot, the car causing the crash will be disqualified. If the cause cannot be determined, the race will re-run.

If both cars de-slot independent of each other, the car crossing first will be disqualified. As long car remains in lane, car will not be disqualified. A car that does not register, will be disqualified, unless the other lane red lighted first.

Driver is not to touch car until the race director makes a decision.

Guide flags may not be lengthened to gain performance or interfere with track sensors for performance gains. Must use standard guide available through major distributors. Maximum length .980

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, motor rules, spoilers/wings, interior, windows etc.)

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

It is not the responsibility of the officials nor is it the responsibility of the participating track nor it's employees to ensure the continuing legality of a competitor's entry after initial technical inspection.

The competitor is at all times during competition solely responsible for the legality of their entry.

Car and driver may be disqualified and/or banned from future events for un-sportsman conduct, unacceptable language, or intoxication, or any measure deemed by participating host.

4. Inspection

Pre race inspection will include visual inspection and measuring devices if required for the entire race entry/car. Tech director shall make the final call related to the entrant's car.

Any car may be re-inspected by the technical director at any time.

All components and parts are subject to inspection and measurement at any time.

Inspection will include the owner/driver, tech director, and witness (Track owner when present).

If the motor or components are found to be out of specification during the disassembly inspection, the competitor shall be banned from competitive events.

This suspension shall last for one year from the date of the infraction.

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

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.

The race director may modify any of these rules at his/her discretion.

5. Body Rules General

Design must resemble 1:1 production vehicle or a specialized vehicle competing in organized drag races.

Wheelbase must conform to original openings on body.

Must be scale appearing as outlined by individual scale class rules.

All windows must be clear or lightly tinted.

Door slammer type cars are required to have front and rear windows.

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, or as outlined by individual class rules).

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 diplane.

Lexan Bodies

Lexan bodies must be fully painted. Excluding front and side windows, and rear on door slammers only.

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

All rear panels of the bodies shall be cut no higher than .750" for lexan door slammer 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 can 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 require hood scoops, injected molded, resin cast or scoops scratch-built from sheet plastic will be outlined by individual class requirements.

Vacuum formed scoops are permitted if they are formed as a separate part, not in combination with the hood and/or windshield. Lexan hood scoops are prohibited.

Vacuum formed hoods, roofs, "t" tops, deck lids, fenders, doors, rear quarter panels, grilles, tail light panels, and bumpers are prohibited in any hard body class unless otherwise stated in individual rules.

Painted rear windows are permitted if individual class calls for or allows. If the rules don't state you can modify panels don't do it. Body filler or super glue panels prohibited.

Resin Cast Bodies

These rules recognize that one of the fun things about slot car drag racing is the building of that killer car.

There are several classes that encourage body modifications. However most Hardshell classes call for stock bodies and strictly limit body modifications.

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

To insure that new bodies, intended for scale classes, produced by a resin caster are accurate and to scale, approval of the new body must be obtained.

Scale classes include but not limited to:

A Stock (A/SA), D Stock (D/SA), Super Stock A (SS/AA), Super Stock B (SS/BA) Super Stock C (SS/CA), Super Stock D (SS/DA) Super Stock E (SS/EA) & Grand Touring A (GT/AA), Grand Touring B (GT/BA), Grand Touring C (GTD/CA) Grand Touring D (GTD/DA), Grand Touring E (GTD/EA)

Super Stock AH (SS/AH), Econo Mountain Motor Pro Stock (EMM/PS), Mountain Motor Pro Stock (MM/PS), Hard Body Funny car (HB/FC), Nostalgia Altered / Dragster (N/FA, N/FD), True Street (T/ST), Pro Modified (P/M)

6.

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 \$10.00 will be charged for buying a look.

Half of which goes to the race director and half to the owner of the car being protested

The protester must present a verbal protest to the race director with the \$10.00 fee.

The car in question will be immediately impounded. In the presence of the car owner/ driver, race director, and the protester, the car is turned over to the protester for a visual inspection only.

The body may be removed, except when it may damage the car in question.

The protester may inspect the car for no longer than 3 minutes at which time it must be returned to the race director.

The protester may at that time file a formal protest, in writing w/ fees to the Tech 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 tech director will impound all cars/components marked for protest immediately after elimination from competition. Components shall be returned to the racer.

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 75% of the protest fee for damages incurred during inspection. The tech director has final say in tear down procedures.

If the car/components are found to be out side the rules, the components are impounded and 90% of the protest fee is returned to the protester. Components shall be returned to the owner.

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 &

Armature Resistace reading included. \$75.00

Bushing Set-up Disassembly = \$100.00 (magnet removal)

Bearing Set-up Disassembly = \$125.00 (magnet removal)

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

7.

General Motor Rules

All Minimum Armature Resistance

Are Milliohms Measured @ 65 degrees F

C & D can Rules

Only OEM* factory C & D cans are legal.

After-market* cans are not allowed.

Cans may not be modified in any way, except may be **re-sized** to reflect said specs, **edge** may be rolled to aid in endbell alignment & bushing/bearing holes may be enlarged for alignment.

Bushings/bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

NO aluminum end bells allowed.

All cans must be available through standard distribution channels.

Inside dimensions are defined as:

Pro-C-can specs (**maximum**)

A. Length: 0.950 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

C-can Specs Sportsman (**maximum**)

A. Length: 0.950

B. Width: 0.840

C. Height: 0.566

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

D-can specs: (**maximum**)

A. Length: 0.950 inches

B. Width: 0.875 inches

C. Height: 0.600 inches

Magnet Rules

Only OEM* factory magnets are allowed.

Magnets must be or have been available in production motors and through standard distribution channels.

Magnets may not be altered in any way from their OEM* factory configuration.

They may be ID honed for armature clearance only. (Pro Motors Only)

Magnets may contain any number of segments that the class allows.

Magnets may not contain any Rare Earth materials.

Magnet dimensions are as follows: C cans: 510L x .565H x .170T +/- 10%

D cans 0.650L x 0.570H x 0.145T minimum dimensions.

Magnets shall have a retail price restriction of \$35.00 per pair.

*OEM factory means the parts are available from a manufacturer as standard equipment in complete motors.

All individual components must be available through standard distribution channels.

*After-market means any part that is produced by a manufacturer that is not available in a production motor, but is only available as a separate component.

8.Motor Specifications

16D Pro Slot PS 2000 or Parma Death star

Set-up:

Must be a production/replacement can per motor definition/name.

May not mix & match parts from each Manufacture. PS parts only for PS Parma only for Parma

Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment.

Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

Bushings may be soldered/glued in place.

Bushings may not be altered. Factory Oil lite/Bronze bushings must be used.

No bearings allowed.

2-56 machine screws are allowed to fasten the motor to the chassis.

Production/factory replacement endbell must be used. No after market or differing manufacture allowed.

No modifications allowed to endbell, Except magnet end bell locators can be removed.

A small hole may be drilled in the bushing strut of the end bell for applying com drops.

No other modifications permitted.

Production brush hardware must be used.

May replace screws holding hardware on.

Magnet air gap minimum is .560

Production/factory FX replacement production magnets must be used. After-market* magnets are not allowed.

Magnets may be held in place with superglue but may not act as a shim to reduce air gap.

Magnets may not be shimmed, honed, or held with epoxy.

Armature:

Production/Replacement Pro Slot 16D armature must be used. PS 2000 or PS706-38 or PS706-45

Stack dimensions are .518 min. diameter and .600 min. length

May have armature rebalanced, no grinding of stack

Minimum Resistance 580

May be rebalanced.

May remove factory arm shims and be re-shimmed.

Must have factory dye.

Any production brushes and brush springs may be used.

Shunt wire not permitted

S16D

Set-up:

Must be a production D-can available as OEM* or production motors (per general motor rules).

Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment.

Bushings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

No ball bearings allowed.

Any D can endbell can be used.

The endbell may not be modified in any way to improve performance.

Except : magnet end bell locators can be removed.

A small hole may be drilled in the bushing strut of the end bell for applying com drops.

No other modifications permitted.

The end bell may be shortened to remove excess material around the bushing area.

Any production hardware that bolts in to the original mounting holes may be used.

Only production Pro Slot Speed FX or Parma EXP S16D magnet may be used.

No other magnets can be used at this time.

After-market* magnets are not allowed at this time.

Magnets may be shimmed and held with epoxy 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 Factory Tagged S16D armature may be used.

Minimum resistance numbers 280 . Meters vary and these numbers will be used as a guide.

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.

Motor Rules N/PS

Motor:

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- N/PS Motor-Speed FX motor S16D Pro-Slot 2001.
- Cans may not be modified in any way, except may be resized to OME specs & bushing holes may be enlarged for bushing alignment.
- Bushings may not be altered. Factory FX bushings must be used. No bearings allowed.
- Endbell screws may be replaced. 2-56 machine screws may not be used to for end bell mounting.
- 2-56 machine screws are allowed to fasten the motor to the chassis.
- Production/replacement Speed FX endbell must be used. With factory Speed FX brush hardware.
- Magnet end bell locators can be removed.
- A small hole may be drilled in the bushing strut of the end bell for applying com drops.
- Speed FX magnets only (no after market magnets allowed) Magnet air gap is .560
- Magnets must be super glued in, (no epoxy allowed) No shimming of the magnets to reduce air gap.

Armature:

- Production/replacement chinese Pro Slot/Kelly S16D armature must be used.
- Must be factory wound 60 turns in series of 28-gauge wire (.0125 min and .0127 max wire size)
- Stack dimensions are .520 min. diameter & .490 min. lenth. Grinding prohibited. Minium resistance 360.
- May be rebalanced. Timing adjustments allowed.
- May remove factory arm shims and be re-shimmed.
- Must have factory dye.
- Any production brushes and brush springs may be use

Econo S16D Pro Slot PS 2001

Set-up:

Must be a production/replacement Speed FX D-can available as OEM*.

Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment.

Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

Bushings may be soldered or glued in place .

Bushings may not be altered. Factory FX bushings must be used.

No bearings allowed.

Endbell screws may be replaced. 2-56 machine screws may not be used for endbell mounting.

2-56 machine screws are allowed to fasten the motor to the chassis.

Production/replacement Speed FX Endbell must be used.

No endbell modifications allowed. Except magnet end bell locators can be removed. A small hole may be drilled in the bushing strut of the end bell for applying com drops. No other modifications permitted.

Production Speed FX hardware must be used. Screws holding hardware on may be replaced with O80 button head screws.

Magnet air gap minimum is .560

Speed FX magnets only. After-market* magnets are not allowed.

Magnets must be held in place with superglue.

Magnets may not be shimmed, honed, or held with epoxy.

Armature:

S16D American Arm Must be factory Tagged

Production/Replacement Pro Slot/Kelly Speed FX S16D, PS 2109 ECONO ARM , PS-105 or PS-700 American S16D armature must be used.

Stack dimensions For PS-105 American Arm are .513 min. diameter & .480 min. length. Grinding prohibited.

Minimum resistance numbers 280 . Meters vary and these numbers will be used as a guide.

May be rebalanced.

May remove factory arm shims and be re-shimmed.

Must have factory dye.

Any production brushes and brush springs may be used.

Must be tagged by the manufacture to be identified as a s16d arm and be available through standard distribution channels.

Pro Grp-12

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (maximum)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet Produced in the last 10 years may be used.

Only OEM factory produced single or quad ceramic magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held in place with epoxy.

Magnets may be honed.

Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used.

Shunt wire is allowed.

Armature:

Any production grp-12 armature may be used.

Minimum resistance numbers 206. Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .350 min. length.

Armature must be tagged by the manufacture to be identified as a grp-12 arm and must be available Through standard distribution channels.

Pro Grp-20

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum inside dimensions**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held with epoxy 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.

Minimum resistance numbers 122 . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .440 min. length.

Armature must be tagged by the manufacture to be identified as a grp-20 arm and must be available through standard distribution channels.

Sportsman Quad Grp-20

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum**)

A. Length: 0.925 inches

B. Width: 0.840 inches

C. Height: 0.566 inches

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs (above), & bushing holes may be enlarged for alignment.

Bushings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

No Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may be Super Glued in place

Magnets may **NOT** be shimmed or held in place with epoxy.

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.

Minimum resistance numbers 122 ? . Meters vary and these numbers will be used as a guide.

Stack dimensions are .513 min. diameter & .440 min. length.

Minmum air gap is .530

Armature must be tagged by the manufacture to be identified as a grp-20 arm and must be available through standard distribution channels.

Sportsman Quad Grp-12

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (maximum)

A. Length: 0.950 inches

B. Width: 0.840 inches

C. Height: 0.566 inches

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, & bushing holes may be enlarged for alignment.

Bushings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

No Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may **NOT** be shimmed or held in place with epoxy.

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.

Minimum resistance numbers 206 . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .340 min. length.

Armature must be tagged by the manufacture to be identified as a grp-12 arm and must be available through standard distribution channels.

Sportsman Single Grp-20 Motor

Set-up:

Must be a single magnet production C-can available as OEM*.

Inside dimensions are defined as:

C-can Specs Sportsman (maximum)

A. Length: 0.950

B. Width: 0.840

C. Height: 0.566

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Cans may not be modified in any way, except to be resized to OEM specs & bushing holes may be enlarged for bushing alignment.

Bushings may be soldered in place. Bushings must be of the original type as supplied by the manufacture.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM factory weld must be visible.

The endbell used must be from the same manufacture as the can.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any hardware may be used if it uses the original mounting holes.

Any production OEM* single magnet may be used.

Quad magnets may not be used.

Magnets may not be shimmed.

Magnets may be held in place with super glue type material but JB Weld type materials are prohibited.

Magnets may 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 armature may be use.

Minmum air gap is .530

Minimum resistance numbers 122 ? . Meters vary and these numbers will be used as a guide.

Stack dimensions are .513 minimum diameter .440 (Grp-20) min length.

Armatures must be tagged by the Manufacture to identified as a group 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.

Stack dimensions are any diameter & .440 min length.

Must be tagged by the Manufacturer as a group 27 armature and be available through standard distribution channels.

Grp-7

Set-up: Unlimited

Armature: Any.

ASDRL Hardshell Class Rules

A Stock (A/SA)

Body:

1965 to 1979 American badge Sedan Hardtop, Station wagon, Pickup, or convertibles (convertibles must have tops installed).

Production sports car i.e. Corvettes allowed.

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 may be lightened.

Body must have complete front / 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 model manufacture.

Belly pans prohibited.

Chassis:

Unlimited.

No axle ball bearings allowed.

Wheelie bars must not exceed 5" from centerline of rear axle to centerline of wheelie bar axle.

Front / Wheel Tire: $\frac{3}{4}$ " minimum diameter.

Rear / Wheel Tire: Must be full-scale 5/8 wheels, Rear tire 1 1/16 inch minimum. .300 minimum tire width .435 maximum requirements.

Motor: Pro Slot PS 101 Speed FX Big Block

Weight: 120 grams

D Stock (D/SA)

Body:

1955 to 1970 American badge Sedan Hardtop, Station wagon, Pickup, or convertibles (convertibles must have tops installed).

Production sports car i.e. Corvettes allowed.

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 may be lightened.

Body must have complete front / 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 model manufacture.

Belly pans prohibited.

Chassis:

Unlimited.

No axle ball bearings allowed.

Wheelie bars must not exceed 5" from centerline of rear axle to centerline of wheelie bar axle.

Front / Wheel Tire: $\frac{3}{4}$ " minimum diameter.

Rear / Wheel Tire: Must be full-scale 5/8 wheels, Rear tire 1 1/16 inch minimum. .300 minimum tire width .435 maximum requirements.

Motor: Pro Slot PS 2000 16d or Parma 501 Death star 16d

Weight: 120 grams

16D Pro Slot PS 2000 or Parma Death star

Set-up:

Must be a production/replacement can per motor definition/name.

May not mix & match parts from each Manufacture. PS parts only for PS Parma only for Parma

Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment.

Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

Bushings may be soldered/glued in place.

Bushings may not be altered. Factory Oil lite/Bronze bushings must be used.

No bearings allowed.

2-56 machine screws are allowed to fasten the motor to the chassis.

Production/factory replacement endbell must be used. No after market or differing manufacture allowed.

No modifications allowed to endbell, Except magnet end bell locators can be removed.

A small hole may be drilled in the bushing strut of the end bell for applying com drops.

No other modifications permitted.

Production brush hardware must be used.

May replace screws holding hardware on.

Magnet air gap minimum is .560

Production/factory FX replacement production magnets must be used. After-market* magnets are not allowed.

Magnets may be held in place with superglue but may not act as a shim to reduce air gap.

Magnets may not be shimmed, honed, or held with epoxy.

Armature:

Production/Replacement Pro Slot 16D armature must be used. PS 2000 or PS706-38 or PS706-45
Stack dimensions are .518 min. diameter and .600 min. length

May have armature rebalanced, no grinding of stack

Minimum Resistance 580

May be rebalanced.

May remove factory arm shims and be re-shimmed.

Must have factory dye.

Any production brushes and brush springs may be used.

Shunt wire not permitted

Super Stock (SS/AA, SS/BA, SS/CA, SS/DA, SS/EA)
Grand Touring (GT/AA, GT/BA, GT/CA, GT/DA, GT/EA)

Body: Super Stock

1955 to 1979 current American badge Sedan Hardtop, Station wagon, Pickup, or convertibles (convertibles must have tops installed).

Production sports car (2 seater) i.e. Corvettes, Vipers, GT 40 are prohibited

Body: Grand Touring

1980 to present current American badge Sedan Hardtop, Station wagon, Pickup, or convertibles (convertibles must have tops installed & up).

Production sports car (2 seater) i.e. Corvettes, Vipers, GT 40 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 / rear bumpers and valance panels as produced by the manufacturer.

Body may be lightened.

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.

Belly pans prohibited.

Chassis:

Unlimited.

No axle ball bearings allowed.

Wheelie bars must not exceed 5" from centerline of rear axle to centerline of wheelie bar axle.

Front / Wheel Tire: $\frac{3}{4}$ " minimum diameter.

Rear / Wheel Tire: Must be full-scale 5/8 wheels, Rear tire 1 1/16 inch minimum. .300 minimum tire width, .500 maximum width requirements.

Floating weight pans must remain between the frame rails.

Motor: SS/AA & GT/AA Sportsman Quad Grp-20

Sportsman Quad Grp-20

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum**)

A. Length: 0.925 inches

B. Width: 0.840 inches

C. Height: 0.566 inches

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs (above), & bushing holes may be enlarged for alignment.

Bushings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

No Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may be Super Glued in place

Magnets may **NOT** be shimmed or held in place with epoxy.

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.

Minimum resistance numbers 122 ? . Meters vary and these numbers will be used as a guide.

Stack dimensions are .513 min. diameter & .440 min. length.

Minmum air gap is .530

Armature must be tagged by the manufacture to be identified as a grp-20 arm and must be available through standard distribution channels.

SS/BA & GT/BA Sportsman Quad Grp-12

Sportsman Quad Grp-12

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum**)

A. Length: 0.950 inches

B. Width: 0.840 inches

C. Height: 0.566 inches

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, & bushing holes may be enlarged for alignment.

Bushings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

No Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may **NOT** be shimmed or held in place with epoxy.

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.

Minimum resistance numbers 206 . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .340 min. length.

Armature must be tagged by the manufacture to be identified as a grp-12 arm and must be available through standard distribution channels.

SS/CA & GT/CA Sportsman Single Grp-20 Sportsman Single Grp-20 Motor

Set-up:

Must be a single magnet production C-can available as OEM*.

Inside dimensions are defined as:

C-can Specs Sportsman (maximum)

A. Length: 0.950

B. Width: 0.840

C. Height: 0.566

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Cans may not be modified in any way, except to be resized to OEM specs & bushing holes may be enlarged for bushing alignment.

Bushings may be soldered in place. Bushings must be of the original type as supplied by the manufacture.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM factory weld must be visible.

The endbell used must be from the same manufacture as the can.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any hardware may be used if it uses the original mounting holes.

Any production OEM* single magnet may be used.

Quad magnets may not be used.

Magnets may not be shimmed.

Magnets may be held in place with super glue type material but JB Weld type materials are prohibited.

Magnets may 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 armature may be use.

Minmum air gap is .530

Minimum resistance numbers 122 ? . Meters vary and these numbers will be used as a guide.

Stack dimensions are .513 minimum diameter .440 (Grp-20) min length.

Armatures must be tagged by the Manufacture to identified as a group 20 armature and be available through standard distribution channels.

SS/DA & GT/DA Speed FX S16D

S16D

Set-up:

Must be a production D-can available as OEM* or production motors (per general motor rules).

Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment.

Bushings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

No ball bearings allowed.

Any D can endbell can be used.

The endbell may not be modified in any way to improve performance.

Except : magnet end bell locators can be removed.

A small hole may be drilled in the bushing strut of the end bell for applying com drops.

No other modifications permitted.

The end bell may be shortened to remove excess material around the bushing area.

Any production hardware that bolts in to the original mounting holes may be used.

Only production Pro Slot Speed FX or Parma EXP S16D magnet may be used.

No other magnets can be used at this time.

After-market* magnets are not allowed at this time.

Magnets may be shimmed and held with epoxy 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 Factory Tagged S16D armature may be used.

Minimum resistance numbers 285 . Meters vary and these numbers will be used as a guide.

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.

SS/EA & GT/EA Speed FX 16 D

Weight: 120 grams

16D Pro Slot PS 2000 or Parma Death star

Set-up:

Must be a production/replacement can per motor definition/name.

Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment.

Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

Bushings may be soldered/glued in place.

Bushings may not be altered. Factory Oil lite/Bronze bushings must be used.

No bearings allowed.

2-56 machine screws are allowed to fasten the motor to the chassis.

Production/factory replacement endbell must be used. No after market or differing manufacture allowed.

No modifications allowed to endbell, Except magnet end bell locators can be removed.

A small hole may be drilled in the bushing strut of the end bell for applying com drops.

No other modifications permitted.

Production brush hardware must be used.

May replace screws holding hardware on.

Magnet air gap minimum is .560

Production/factory FX replacement production magnets must be used. After-market* magnets are not allowed.

Magnets may be held in place with superglue but may not act as a shim to reduce air gap.

Magnets may not be shimmed, honed, or held with epoxy.

Armature:

Production/Replacement Pro Slot 16D armature must be used. PS 2000 or PS706-38 or PS706-45

Stack dimensions are .518 min. diameter and .600 min. length

May have armature rebalanced, no grinding of stack

Minimum Resistance 580

May be rebalanced.

May remove factory arm shims and be re-shimmed.

Must have factory dye.

Any production brushes and brush springs may be used.

Shunt wire not permitted

Super Stock A HEMI (SS/AH)

Body:

1968 or 1969 Dart or Cuda body only.

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 may be lightened.

Body must have complete front / rear bumpers and valance panels as produced by the manufacturer.

Vinyl roofs/ top lines prohibited.

No wings or spoilers permitted.

Belly pans prohibited.

Hood/Hood Scoop:

A flat hood must be used including an open front Hemi scoop. Must be resin or factory model car styrene. No vacuum formed closed front scoop allowed.

Chassis:

Unlimited.

Axle ball bearings allowed.

Wheelie bars must not exceed 5" from centerline of rear axle to centerline of wheelie bar axle.

Front / Wheel Tire: $\frac{3}{4}$ " minimum diameter.

Rear / Wheel Tire: Must be full-scale 5/8 wheels, Rear tire 1 1/16 inch minimum. .300 minimum width requirements.

Floating weight pans must remain between the frame rails.

Weight: 125 grams

Motor: Pro-Grp-20

Pro Grp-20

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum inside dimensions**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held with epoxy 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.

Minimum resistance numbers 122 . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .440 min. length.

Armature must be tagged by the manufacture to be identified as a grp-20 arm and must be available through standard distribution channels.

Extrem Pro Modified (E/PM)

Body:

Any year, any make.

Must be model kit, promotional kit, or resin cast body. No vacuum formed bodies allowed.

No dragsters, altered style, 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. Scoop not to exceed 1 1/2" in width. Must not contact roof. Must not cover entire windshield.

Body may be chopped, channeled, or lowered, but must conform to basic pro mod style appearance.

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

Tech Director will have final decision on excessive body modification.

Body Dimensions:

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

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

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

Rear wheel tubs permitted. Opening must have axle centerline and tire radius revealed.

Front wheel tubs permitted. Opening must have axle centerline and tire radius revealed.

Front wheel bubbles for tire clearance prohibited.

Front diaplane 1/2" maximum.

Must have front and rear bumper. No venting allowed.

Tech Director will have final decision on excessive body modification.

Chassis:

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

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

Rear / Wheel Tire:

Rear tire .300 minimum width.

Rear Wing:

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

Weight: 120 grams

Motor: Pro-Group 12.

Pro Grp-12

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet Produced in the last 10 years may be used.

Only OEM factory produced single or quad ceramic magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held in place with epoxy.

Magnets may be honed.

Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used.

Shunt wire is allowed.

Armature:

Any production grp-12 armature may be used.

Minimum resistance numbers 206. Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .350 min. length.

Armature must be tagged by the manufacture to be identified as a grp-12 arm and must be available Through standard distribution channels.

Nostalgia Pro Stock N/PS

Body:

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. Convertibles 1967 to 1984, or two seat vehicles.
- Shall have complete front and rear bumpers as delivered from the factory on original full size vehicle. Rear bumper may be opened for wheelie bar struts not to exceed 1/8" on either side of the struts.
- Shall have a minimum of 1/16 clearance under body, gears and chassis.
- Rear wheel wells may be enlarged for tire clearance, and/or scale appearance.
- Windshield wipers may be removed.
- Windows & windshield may be replaced with lexan, But shall not be flush mounted unless so configured on original vehicle.
- Other than those specified, no modification to the original body configuration shall be permitted.

Hood Scoop:

- Car shall have Pro Stock style hood scoop. (period correct to year of car)
Mail box, shotgun, high rise, Grump Lump, Hemi scoop ECT...
No current style Pro Stock scoops will be acceptable!!!

Wing:

- Rear only permitted as originally installed on car of that period.
- Must be period correct to the car. 1982, 1983, & 1984 bodies shall have a rear spoiler no longer than 1/4 inch in length & not taller than 1/8 inch tall spill plates. Example stock type spoiler on 69 camaro. 2 small 1/4 inch tall wings by 3/4 inch long on Monza. Look at Pictures of early Pro Stockers.

Chassis:

- Inline only, Ball Bearing Allowed.

Motor:

- N/PS S16D Motor Rules See Below

Tires:

- 1 1/16 Minimum Height. .500 Minimum Width.

Wheel Base:

- Shall conform to body wheel well openings.

Weight:

- 120 grams

Graphic:

- Modern Day Graphic will be acceptable. However body must appear
Period Correct to NHRA/IHRA Pro Stocks of the day.

Motor Rules N/PS

Motor:

-
- N/PS Motor-Speed FX motor S16D Pro-Slot 2001.
- Cans may not be modified in any way, except may be resized to OME specs & bushing holes may be enlarged for bushing alignment.
- Bushings may not be altered. Factory FX bushings must be used. No bearings allowed.
- Endbell screws may be replaced. 2-56 machine screws may not be used to for end bell mounting.
- 2-56 machine screws are allowed to fasten the motor to the chassis.
- Production/replacement Speed FX endbell must be used. With factory Speed FX brush hardware. Magnet end bell locators can be removed.
- A small hole may be drilled in the bushing strut of the end bell for applying com drops.
- Speed FX magnets only (no after market magnets allowed) Magnet air gap is .560
- Magnets must be super glued in, (no epoxy allowed) No shimming of the magnets to reduce air gap.

Armature:

- Production/replacement chinese Pro Slot/Kelly S16D armature must be used.
- Must be factory wound 60 turns in series of 28-gauge wire (.0125 min and .0127 max wire size)
- Stack dimensions are .520 min. diameter & .490 min. lenth. Grinding prohibited. Minium resistance 360.
- May be rebalanced. Timing adjustments allowed.
- May remove factory arm shims and be re-shimmed.
- Must have factory dye.
- Any production brushes and brush springs may be use

Econo Mountain Motor Pro Stock (EMM/PS)

Body: 1985 to present

Any year (1/24th or 1/25th scale) must be of plastic or resin. (No styrene/Super glue panels).

MUST LOOK LIKE A NHRA IHRA PRO STOCKER.

Body may be lowered, but must maintain two thirds of the front bumper.

Body must retain original door lines and partial rocker panels front to rear. Body may not be chopped. No sectioning (narrowing) or lengthening of stock model kit.

Wheel-wells may be enlarged to reflect the pro stock look not to exceed 1-5/16" on 1/25 Scale and 1-1/2" on 1/24 scale.

No two seat coupes, i.e. Corvettes, Vipers, Prowlers etc. No convertibles.

Nose/dog house areas must retain factory contour no reshaping allowed. Quarter panels must retain factory width. Narrowing/wedging of nose or quarter panels prohibited. Must retain full deck width.

Body must have original front and rear bumpers as delivered by the manufacturer. Rear bumper/valence may be opened for wheelie bar struts. The portion of the bumper/valence panel between the wheelie bars may be removed. The removed area shall not exceed 1-3/16 maximum clearance of 3/16 inch for wheelie bar tubes.

Headlights, parking and taillights must be retained in stock original location but they may be filled and reproduced by decals and/or paint. Must retain factory valance panel angles.

Diaplanes prohibited.

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

Tech Director will have final decision on excessive body modification.

Hood Scoop:

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

Rear Spoiler:

Pro stock style spoiler including spill plates only. Must be chrome or painted to match paint scheme of car.

Maximum length is 7/8" measured from mounting point of body to end of spoiler. Spill plates cannot measure more than 5/16" tall.

Can not be molded into body. Spoiler must attach to the tail end of rear deck no lower than horizontal. Must be as wide as the factory deck lid from front to rear including spill plates. Spoiler with spill plates may not taper narrower than deck width.

Minimum length is 1/4". Spoiler width must be as wide as the deck lid and no wider than the rear quarter where attached.

Chassis:

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

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

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

Weight: 120 grams

Econo S16D Pro Slot

Set-up:

Must be a production/replacement Speed FX D-can available as OEM*.

Cans may not be modified in any way, except may be re-sized to OEM* specs & bushing holes may be enlarged for bushing alignment.

Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

Bushings may be soldered or glued in place .

Bushings may not be altered. Factory FX bushings must be used.

No bearings allowed.

Endbell screws may be replaced. 2-56 machine screws may not be used for endbell mounting.

2-56 machine screws are allowed to fasten the motor to the chassis.

Production/replacement Speed FX Endbell must be used.

No endbell modifications allowed. Except magnet end bell locators can be removed. A small hole may be drilled in the bushing strut of the end bell for applying com drops. No other modifications permitted.

Production Speed FX hardware must be used.

Screws holding hardware on may be replaced with 080 button head screws.

Magnet air gap minimum is .560

Speed FX magnets only. After-market* magnets are not allowed.

Magnets must be held in place with superglue.

Magnets may not be shimmed, honed, or held with epoxy.

Armature:

S16D American Arm Must be factory Tagged

Production/Replacement Pro Slot/Kelly Speed FX S16D, PS 2109 ECONO ARM or PS-105 American S16D armature must be used.

Stack dimensions For PS-105 American Arm are .513 min. diameter & .480 min. length. Grinding prohibited.

Minimum resistance numbers 285 . Meters vary and these numbers will be used as a guide.

May be rebalanced.

May remove factory arm shims and be re-shimmed.

Must have factory dye.

Any production brushes and brush springs may be used.

Must be tagged by the manufacture to be identified as a s16d arm and be available through standard distribution channels.

Extrem Pro Stock (E/PS)

(MM/PS)

Body: 1985 to Present

(1/24th or 1/25th scale) must be of plastic or resin. (No styrene/Super glue panels).

MUST LOOK LIKE A NHRA – IHRA PRO STOCKER

Body may be lowered, but must maintain two thirds of the front bumper.

Body must retain original door lines and partial rocker panels front to rear. Body may not be chopped. No sectioning (narrowing) or lengthening of stock model kit.

Wheel-wells may be enlarged to reflect the pro stock look not to exceed 1-5/16" on 1/25 Scale and 1-1/2" on 1/24 scale. No inward shaping of wheel wells allowed excluding approved resin bodies.

No two seat coupes, i.e. Corvettes, Vipers, Prowlers etc. No convertibles.

Nose/dog house areas must retain factory contour no reshaping allowed. Quarter panels must retain factory width. Narrowing/wedging of nose or quarter panels prohibited. Must retain full deck width.

Body must have original front and rear bumpers as delivered by the manufacturer. Rear bumper/valence may be opened for wheelie bar struts. The portion of the bumper/valence panel between the wheelie bars may be removed. The removed area shall not exceed 1-3/16 maximum clearance of 3/16 inch for wheelie bar tubes.

Headlights, parking and taillights must be retained in stock original location but they may be filled and reproduced by decals and/or paint. Must retain factory valance panel angles.

Tech Director will have final decision on excessive body modification.

Diaplanes prohibited.

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

Hood Scoop:

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

Rear Spoiler:

Pro stock style spoiler including spill plates only. Must be chrome or painted to match paint scheme of car.

Maximum length is 7/8" measured from mounting point of body to end of spoiler. Spill plates cannot measure more than 5/16" tall.

Cannot be molded into body. Spoiler must attach to the tail end of rear deck no lower than horizontal. Must be as wide as the factory deck lid from front to rear including spill plates. Spoiler with spill plates may not taper narrower than deck width.

Minimum length is 1/4". Spoiler width must be as wide as the deck lid and no wider than the rear quarter where attached.

Chassis:

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

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

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

Weight: 120 grams

Motor: Pro-Grp-20

Pro Grp-20

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (maximum inside dimensions)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held with epoxy 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.

Minimum resistance numbers 122 . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .440 min. length.

Armature must be tagged by the manufacture to be identified as a grp-20 arm and must be available through standard distribution channels.

Extrem 10.5 (E/10.5)

(T/ST)

Body:

Any year (1/24th or 1/25th scale) must be of plastic or resin. (No styrene/Super glue panels).

Body may be lowered, but must maintain two thirds of the front bumper.

Pro Stock kits / resin kits prohibited.

Body must retain original door lines and partial rocker panels front to rear. Body may not be chopped. No contouring or inward shaping of wheel wells allowed. Body may not have any major body modifications. All original factory headlights, taillights, grilles, etc. must be in place. You may fill parking lights and grilles in valances below front bumper. Must retain factory valance panel angles.

Nose/dog house areas must retain factory contour no reshaping allowed. Quarter panels must retain factory width. Narrowing or wedging of nose or quarter panels prohibited. Must retain full deck width.

Body must have original front and rear bumpers as delivered by the factory. Rear bumper/valance may be opened for wheelie bar struts.

No contouring or inward shaping allowed excluding approved resin bodies.

Diaplanes or side skirts are prohibited.

No air control devices or belly pans allowed to body or chassis.

Tech Director will have final decision on excessive body modification.

Contingency Decals/Lettering: Must be on windows or hood scoop only. Contingency/lettering prohibited from body. Decals on windows encouraged for the flavor of this class.

Hood Scoop/Induction: May be any style scoop or hood. Blowers and turbo inlets allowed. All cars must have some sort of scoop, raised cowl hood, nitrous purge lines, or a visible inductance system.

Rear Spoiler:

Pro stock style spoiler may be used. Maximum length is 7/8" measured from mounting point of body to end of spoiler. It cannot be molded into body. Spoiler plates cannot measure more than 5/16" tall.

Spoiler must attach to the tail end of rear deck no lower than horizontal.

Spoiler width must be as wide as the deck lid and no wider than the rear fender where attached.

Pro modified style spoilers / wings prohibited.

Chassis:

Unlimited, ball bearings allowed. Wheelie bars must not exceed 5" from centerline of rear axle to centerline of wheelie bar axle. Floating weight pan must be inside main rails of chassis.

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

Rear Wheels/Tires:

Wheel hub diameter 5/8" minimum with a tire diameter minimum of 1-1/16". Maximum tire tread width fully contacting track surface is .435". Minimum tire tread width fully contacting track surface is .300".

Weight: 120 grams

Weight: 120 grams

Motor: Any single magnet Group 20 .510 armature

Magnets can be honed to size, and epoxied in. For this class only

Minimum resistance numbers 122 . Meters vary and these numbers will be used as a guide.

Sportsman Single Grp-20 Motor

Set-up:

Must be a single magnet production C-can available as OEM*.

Inside dimensions are defined as:

C-can Specs Sportsman (maximum)

A. Length: 0.950

B. Width: 0.840

C. Height: 0.566

Max outside can diameter .906 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Cans may not be modified in any way, except to be resized to OEM specs & bushing holes may be enlarged for bushing alignment.

Bushings may be soldered in place. Bushings must be of the original type as supplied by the manufacture.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM factory weld must be visible.

The endbell used must be from the same manufacture as the can.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any hardware may be used if it uses the original mounting holes.

Any production OEM* single magnet may be used.

Quad magnets may not be used.

Magnets may not be shimmed.

Magnets may be held in place with super glue type material or JB Weld type materials

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 armature may be use.

Minmum air gap is .530

Minimum resistance numbers 122 ? . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 minimum diameter .440 (Grp-20) min length.

Armatures must be tagged by the Manufacture to identified as a group 20 armature and be available through standard distribution channels.

Lexan Class Rules

Extrem Factory Modified (EF/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 centerline of rear axle to center of wheelie bar axle.

Front / Wheel 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: Pro Group 12.

Weight: 90 grams minimum.

Pro Grp-12

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can
Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet Produced in the last 10 years may be used.

Only OEM factory produced single or quad ceramic magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held in place with epoxy.

Magnets may be honed.

Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used.

Shunt wire is allowed.

Armature:

Any production grp-12 armature may be used.

Minimum resistance numbers 206. Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .350 min. length.

Armature must be tagged by the manufacture to be identified as a grp-12 arm and must be available Through standard distribution channels.

Extrem Pro Stock Truck (EPS/T)

Body: Any year pick-up body.

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

Front / Wheel Tire: $\frac{3}{4}$ " minimum diameter.

Rear Wing: Maximum $\frac{1}{2}$ " overhang measured from the top edge of the bed and along the wing.

Motor: Pro Group 12.

Weight: 90 grams minimum.

Pro Grp-12

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet Produced in the last 10 years may be used.

Only OEM factory produced single or quad ceramic magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held in place with epoxy.

Magnets may be honed.

Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used.

Shunt wire is allowed.

Armature:

Any production grp-12 armature may be used.

Minimum resistance numbers 206. Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .350 min. length.

Armature must be tagged by the manufacture to be identified as a grp-12 arm and must be available Through standard distribution channels.

Extrem Top Sportsman (ET/S)

Body: Unlimited (no altered, 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 centerline of rear axle to center of wheelie bar axle.

Front / Wheel 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: Pro Group 20.

Weight: 90 grams.

Pro Grp-20

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum inside dimensions**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held with epoxy 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.

Minimum resistance numbers 122 . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .440 min. length.

Armature must be tagged by the manufacture to be identified as a grp-20 arm and must be available through standard distribution channels.

Funny Car (/FC)

Body: Any year funny car body, Body must resemble 1:1 car.

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 / Wheel Tire: ½" minimum.

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

Extrem Funny Car (E/FC) Pro Group 20

(A/FC)

Pro Grp-20

Weight:

E/FC- 90 grams

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum inside dimensions**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet produced in the last 10 years may be used.

Quad magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held with epoxy 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.

Minimum resistance numbers 122 . Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .440 min. length.

Armature must be tagged by the manufacture to be identified as a grp-20 arm and must be available through standard distribution channels.

**Extrem Pro Comp (EP/Comp Pro Group 12
(BB/FC)**

Pro Grp-12

Weight:

PRO COMP- 90 grams

Set-up:

Must be a production C-can available as OEM* or production motors (per general motor rules).

Inside dimensions are defined as:

C-can specs (**maximum**)

A. Length: 0.925 inches

B. Width: 0.860 inches

C. Height: 0.566 inches

Max outside can diameter .926 @ .032 wall thickness

As Measured at 10 and 4 & 8 and 2 o'clock on the can behind the magnets on the pinion end of can

Can may not be modified in any way, except to be re-sized to C can specs, **edge** may be rolled to aid in endbell alignment & bearing holes may be enlarged for alignment.

Bearings may be soldered in place.

Cans may not be split and re-welded.

The OEM* factory weld must remain intact.

The OEM* factory weld must be visible.

Ball bearings allowed.

Any C-can production endbell may be used.

The endbell may not be modified in any way (no grinding, shortening, lightening, or venting).

Any production hardware that bolts into the original mounting holes may be used.

Any production magnet Produced in the last 10 years may be used.

Only OEM factory produced single or quad ceramic magnets may be used.

After-market magnets are not allowed.

Magnets may be shimmed and held in place with epoxy.

Magnets may be honed.

Set-up may not contain Rare Earth materials.

Any production brushes and brush springs may be used.

Shunt wire is allowed.

Armature:

Any production grp-12 armature may be used.

Minimum resistance numbers 206. Meters vary and these numbers will be used as a guide.

Stack dimensions are .510 min. diameter & .350 min. length.

Armature must be tagged by the manufacture to be identified as a grp-12 arm and must be available

Through standard distribution channels.

**These Rules are ALIVE and are subject to changes from time to time
All Changes will phase in over a 30 day period.**