

**IMDRA**



*Competition  
Rulebook*

January 1, 2007  
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## TABLE OF CONTENTS

Introduction	5
Mission Statement	5
<b>I. General Rules and Specifications</b>	
IMDRA Event Administration	5
Event Officials and Authority	6
Track Specifications	6
General Specifications	7
Bodies	7
Motors	8
Batteries	8
Portable Charging Units	8
Radio Receiver Power Switch	9
<b>II. Racing Rules and Procedures</b>	
Starting Formats	9
Qualifying	9
Ladder Charts	9
Handicapping	9
Single Passes	9
Break-Out Rules	10
Disqualification	10
Suspension	10
Shut-Down Marshals	10
Staging and Lane Choice	11
Bracket Racing	11
Break-Downs/No Shows	12
Technical Protests	12
National Records	13
Radio Equipment	13

<b>III. IMDRA National Points Series</b>	14
General Description	14
"Regional/Divisional Points Claiming System"	14
All Points Values	15
<b>IV. Sanctioned Class Specifications</b>	15
General Rules and Guidelines	15
Class Specifications	16
<u><b>Combined Nitro &amp; Electric</b></u>	
Bracket Class Dial In	16
2.00 Index Sponsored by Megatech	16
Combined Top Fuel Funny Car	16
Extreme - Unlimited	17
<u><b>Electric Classes</b></u>	
Super Gas	18
Pro Stock	18
Pro Mod	19
Top Fuel Dragster	19
<u><b>Nitro Classes</b></u>	20
Nitro Pro Stock	20
Nitro .21 Pro Modified	20
Nitro Top Alcohol Funny Car/Dragster	21
Top Fuel Dragster	21
Judging of Concours	22
<b>V. IMDRA Divisions</b>	22

## **Introduction**

Welcome to International Model Drag Racing Association (IMDRA). This rulebook contains specific information set forth to help govern and maintain a structured and equal racing atmosphere for all IMDRA participants.

IMDRA currently provides 12 classes of competition that are generally based on the performance potential of specific type cars. Factors such as car size, weight, wheelbase, engine size, numbers of battery cells, body styles are included in the criteria for establishing a class.

IMDRA makes every attempt to organize and construct the best class structures possible based on member input, participation and technological advancements of the cars.

## **Mission Statement**

This organization was formed to promote and grow rc drag racing at the local and regional club levels. By providing an environment where local and regional competition is rewarded by providing a national event system that supports and validates these efforts and truly represents the title of National event. IMDRA is here to promote all aspects of rc drag racing. The IMDRA board is available to support your local track, club, racers and sponsors. We can assist with the development, awareness, operation and structure of clubs, tracks and events for your area. We at the board thank you for your continued support.

**Floyd Vick/President IMDRA**

## **I. GENERAL RULES AND SPECIFICATIONS**

The rules set forth herein shall apply to all IMDRA sanctioned events.

### **IMDRA EVENT Preparation and Disclaimer**

Each member and/or participant agrees to familiarize themselves with the IMDRA rules and guidelines prior to competing in any IMDRA sanctioned event. Each member and/or participant expressly agrees that the act of entering an IMDRA sanctioned event shall constitute an agreement to be bound by all the rules and specifications covering the event.

IMDRA, race facility owners or operators, event sponsors or any officials shall not be held responsible or liable for loss, damage or injury resulting from competing in an IMDRA sanctioned event.

## 1. Event Officials and Authorities:

**Event Director** - The designated Event Director has the authority to render decisions regarding all aspects of safety and competition, the suitability of the track, and behavior of the contestants. This authority includes the right to suspend, bar, expel, or disqualify any contestant from the event. The member and/or participant agree to be bound by the decisions of the designated Event Director or their appointed representative.

**Track Marshall** - The designated Track Marshall or designated appointed representative shall have the final decision in the event of a dispute of any rule, regulation, or specification. The Track Marshall shall make every effort to base their decision on their knowledge as to the original intent of the item in question, and whether it renders a competitive advantage to the individual subject to the dispute.

**NOTE:** The contestant is responsible for contacting the Track Marshall prior to entering a vehicle in a sanctioned IMDRA event to ensure that it meets all rules and required specifications of IMDRA.

**Race Director** - The designated Race Director or designated appointed representative shall be responsible for the conduct of all qualifying and elimination rounds. This includes the operation of the timing system, radio frequency separation, and posting of the competition results.

d.) **Cancellation** - Events cancelled due to weather or acts of God will not be rescheduled, nor will entry fees be refunded. This information shall be printed on all event registration forms.

### Track Specifications:

The racing surface shall be as smooth, flat, and level as possible: Tracks will be measured to an exact 132'. Measure an "X" pattern of equal distance to ensure square on all four corners. There are several ways of measurements to ensure a perfect square.

Example:

### Pythagoras' Theorem

Pythagoras Theorem asserts that for a right triangle with short sides of length a and b and long side of length c

$$a^2 + b^2 = c^2$$

**Racing Surface** - The track grade shall not vary more than +/- 6 inches over 132' length of racing surface. The minimum width of each lane shall be 8 feet with no maximum. The length of the racing surface shall be exactly 132 feet. The racing surface may be asphalt or concrete or like surface.

**Shut Down Area** - An additional 100-200 feet of clean, paved (shutdown) area shall extend beyond the end of the racing surface such that a smooth transition can be made. The deceleration area shall be clearly marked for safety purposes and impact absorbing safety devices will be added at the end of the area to help contain and preserve (catch) the vehicles.

**Traction Compounds** - The racing surface may be treated with either a sugar/water mixture (1 lb/gal.) or a commercially available traction compound such as VP Lane Choice or VHT Track Bite.

## **GENERAL SPECIFICATIONS**

### **Bodies.**

**Body Appearance** - The body must be neatly finished, painted and complete when initially entered. (No unfinished or clear bodies allowed).

**Body Attachment:** The body must remain affixed to the chassis at all times and as it crosses the finish line.

**Windows/Windshields** - May be painted, reflective, tinted, or otherwise darkened but must be a different color than the remainder of the body. All windows must remain intact except for holes to promote cooling of engine/electronics.

**Exception:** Dragster style bodies may have the canopy or windshield removed.

**Rear Body Cutouts** - The rear section of the body (valance/bumper panel) may be removed but must retain the original rear side quarter fenders, trunk lid and/or pickup bed.

**Body Trim Line** - The body may be trimmed above the lower body trim line.

**Exception:** The body must not be trimmed above the lower door line in Super Gas class.

**Wheel Openings** - All wheel openings must have stock appearance. Wheel openings must be as large as the wheel being used (width). Covering of the wheel openings with any material is prohibited (center line of the axle must be visible)

**Extensions Beyond Body** - No portion of the chassis, wheels, tires, or equipment may extend beyond the body.

Tires may extend beyond the body/fenders on bodies representing early model coupes or roadsters only.

Wheelie bars may extend beyond the body.

## **Motors:**

There are **3** electric motor classifications currently in use in IMDRA competition. They are as follows:

1. Sportsman Racing Motors - Any ferrite magnet modified motor that is mass produced and commonly available through hobby distribution. Motor retail cost must not exceed \$95.00. Ball bearings and adjustable timing are permitted. Re-truing of the commutator is permitted. Internal modifications to motor can, armature, or magnets are not permitted. The maximum motor can dimensions are: Diameter 2.5 inches, Length 3.5 inches (end bell to end bell).

2. Professional **Brushed** Racing Motors - Any cobalt or rare earth magnet based motor that is mass produced and commonly available through hobby distribution. The maximum motor can dimensions are: Diameter 2.5 inches, Length 3.5 inches (end bell to end bell). NOTE: All classes using these motors must be equipped with a quick operating motor power disconnect device that is easily accessible from outside the body.

3. Professional **Brushless** Racing Motors - Any cobalt or rare earth magnet based motor that is mass produced and commonly available through hobby distribution. The maximum motor can dimensions are: Diameter 2.5 inches, Length 3.5 inches (end bell to end bell).

**NOTE: All classes using these motors must be equipped with a quick operating motor power disconnect device that is easily accessible from outside the body.**

## **Batteries**

All cars (see exceptions below <sup>1</sup>) must use either nickel-cadmium (NiCad) or nickel metal-hydride (NiMH) batteries of (Sub-C). The individual cells may have no more than 1.2 volts **Nominally** rated capacity of Sub-C size.

NOTE: Other commonly available cell sizes may be approved as long as they meet the 1.2 nominal volt limitations.

<sup>(1)</sup> **Lithium Polymer\_ (LiPo) and Lithium ion\_ (Li-Ion)** batteries are allowed in (transmitters and receivers in all classes) and as a power source in Extreme only

<sup>(2)</sup> **Lithium Polymer\_ (LiPo) and Lithium ion\_ (Li-Ion)** batteries shall **ONLY** be charged with chargers designed, recommended by battery manufacturers and sold for this purpose.

<sup>(3)</sup> Links to Lithium battery info: <http://www.slkelectronics.com/ecalc/lithium.htm> and [http://en.wikipedia.org/wiki/Lithium\\_ion\\_battery](http://en.wikipedia.org/wiki/Lithium_ion_battery)

## **Portable Charging Units (Hot Boxes):**

Hot Boxes are allowed in the staging lanes. Cars must be disconnected from the hot boxes before the car and driver enters the drivers racing area and may not be reconnected.

**Radio Receiver Power Switch:**

All cars shall be equipped with a radio receiver power switch with clearly marked "On" and "Off" positions. The switch must be easily accessible and visible from outside the car. Drivers are cautioned to avoid starting the motor while the car is being handled.

**II. RACING RULES AND PROCEDURES****Starting Formats:**

There is 1 starting format in general use in IMDRA competition:

**Pro Tree** - in which, following staging, three Amber lights will activate simultaneously, followed by the Green start light .400 seconds later for both lanes. All classes run Pro tree start.

**Qualifying:**

All cars must self-start in order to constitute an official qualifying attempt. Contestants are permitted one car per class entered in any event. The Event Director may permit a contestant to change cars under the following conditions:

- 1.) All previous qualifying times are voided.
- 2.) The contestant must re-qualify within the time period allotted in the normal race event schedule. No changes are permitted after qualifying has been completed.
- 3.) Once a contestant enters a class, he/she must remain in that class for the entire duration of the race.

**Ladder Charts:**

Competition pairings are based upon the established IMDRA "ladder" charts. Qualifying elapsed times determine the ladder positions. In a 16 car field for example, the ladder chart may look like this: 1 vs. 16; 2 vs. 15; 3 vs. 14, etc. Once the pairings are established, they are not changed unless the designated Race Officials determine there is sufficient justification. In situations where the field is not filled, the ladder chart type is determined by the number of contestants.

**Handicapping:**

Handicapping will be determined by comparing the margin between the two competitors' individual dial in times, the same system used in bracket racing competition.

**Single Passes:**

A competitor is declared the winner of a Single Pass once the car has staged and the Green start light is activated. If a competitor crosses a lane boundary during a Single Pass, the elapsed time is voided for lane choice determinations.

**Break- Out Rules:**

When competing under either Bracket format, a contestant who has an elapsed time below (quicker) his predicted dial in is disqualified. The following exceptions apply:

- 1.) An opponent foul starts or crosses the center lane boundary or, at the discretion of the Event Director, the outside lane boundary;
- 2.) They are on a Single Pass
- 3.) Both competitors run below their predicted dial in (in which case the competitor who runs below the dial by the least margin is declared the winner); or
- 4.) If both competitors run below the dial in by the same margin, the competitor crossing the finish line first is declared the winner.

**Disqualification:**

All instances of disqualification are subjected to the "First or Worst Infraction" test with the final determination being that of the Event Director. The following specific infractions are grounds for disqualification, suspension, or expulsion:

- 1.) Failure to report to the staging area as called.
- 2.) Intentional delay of a run
- 3.) Foul start (dual runs only).
- 4.) Crossing the center lane boundary (or contact with the outside boundary at the discretion of the Event Director).
- 5.) Contact with any track-timing fixture.
- 6.) Un-Sportsman-like conduct, inappropriate or foul language, or conduct determined to be disruptive to the racing environment.
- 7.) Any condition deemed, unsafe, unfair, or out of order is considered worse than a foul start. (example: Crossing center line, hitting wall, loss of car control)

**Suspension From Competition:**

Assault by any member and/or participant shall result in a suspension from IMDRA sanctioned competition for a minimum of 180 days. A longer suspension may be imposed, at the discretion of the Event Director.

**Shutdown Marshals:**

Competitors must provide a pit crew member, which shall remain a minimum of 10 feet from the track edge (in the shut down area) while awaiting the arrival of their assigned car, to retrieve the car, shut off the receiver and disconnect the motor power after the completion of each race.

### **Staging and Lane Choice:**

- 1.) Competitors will have no more than 1 minute to stage their cars once their opponent has staged.
- 2.) No part of the car shall extend forward of the starting line when staged.
- 3.) Competitor with the lowest elapsed time in qualification will have lane choice. Ties are decided by MPH.
- 4.) Competitor with the lowest elapsed time in qualification will have radio frequency choice. Ties are decided by a coin toss. Competitors unable to change frequency shall forfeit the elimination race.
- 5.) Competitors may not touch or assist their car in any way once it has been staged and the tree has been activated.
- 6.) Once in position, Competitors may not leave the starting line area during elimination races without the permission of the Starter.
- 7.) A vehicle is considered staged when the driver or designated person releases the vehicle and returns to an upright position.

### **Nitro Staging**

- 1.) **Flameouts** - Competitors may restart once after initial staging. Nitro drivers are considered staged when both drivers remove their hand from the vehicle. At that point the starter will activate the tree.

### **Top Sportsman/Bracket racing:**

Competition in Bracket racing is decided as follows:

- 1.) The competitor who reaches the finish line first and has an elapsed time closest to their dial-in is declared the winner.
- 2.) The competitor who has an elapsed time under (quicker) than their dial-in automatically loses.
- 3.) When both competitors have elapsed times under their dial-in, the competitor closest to their dial-in is declared the winner.
- 4.) First round qualifying order will be determined by the closest to a .400 light.
- 5.) Competitors shall notify the Race Director of their desired dial-in BEFORE staging for an elimination round.

**Break Downs/No Shows:**

If the winning competitor cannot return for the next round due to mechanical or electrical breakage, the losing competitor does not advance. The competitor paired with the broken competitor shall receive a bye run. **NOTE: The same rule applies in the case where an opponent does not show for any reason.**

**Technical Protests:**

1.) Any competitor that wishes to file a protest should do so in writing prior to the end of the race in question. In addition to the written protest, the fee schedule below provides the amounts required to be deposited with the Race Official when the protest is submitted:

<b>Protest Fee:</b>	\$100.00
<b>Replacement Cost:</b>	Market value of part.
<b>Multiple Item Protest:</b>	\$25.00 additional plus replacement cost per item.

The competitor under protest must disassemble their car under the supervision of a Race Official. If the car is found to be LEGAL, the competitor under protest will receive the fees submitted with the protest. If the car is found to be ILLEGAL, the competitor under protest will be disqualified and the fees returned to the competitor who filed the protest.

Failure to present their car for inspection automatically disqualifies a competitor under protest.

In the event a Race Official submits a protest, the fee requirements are waived. If the car is found to be LEGAL, the competitor under protest will receive replacement cost only.

2.) **Claiming Rule:** A "Sportsman" racing electric motor can be claimed at any time during an event but cannot be picked up until the end of that event. **(Claiming is on a first come first served basis).**

**National Records:**

The IMDRA National Record Program is conducted at every National racing event (Pro categories only). Each record run must occur during qualifying and/or elimination rounds and is in strict compliance with the starting, running, finishing, timing procedures of the IMDRA. National records will NOT return to open status at the beginning of each calendar year. In addition, the following procedures apply:

- 1.) Each car must be inspected to ensure compliance with the specifications for the class in which it enters.
- 2.) Each record run must have a back-up performance within 1% of the record mark during the same event. If two runs by the same competitor exceed the existing record mark, but are not within 1% of each other, the lower elapsed time may serve as the back-up for the higher one which will stand as the new national record.
- 3.) Speed (MPH) records must have a back up within 1 % of the record.
- 4.) The contestant is responsible for notifying the race Director that the vehicle may have set a National record. The contestant must immediately have the catch person return vehicle to the Race Director for technical inspection following the run. IMDRA makes every attempt to track current records but the final responsibility is with the racer.
- 5.) In any combined class the national record will apply equally to all vehicles entered in the class. (Example: TAD and TAFC, and Electric and Nitro Funny cars, will be considered a single class.

**Radio Equipment:**

Radio control equipment used in IMDRA competition shall conform to the applicable FCC regulations at all times, and is subject to the following additional requirements: (ground frequency)

- 1.) All competitors shall use the frequency assigned by the Race Director. There shall be no frequency changes unless approved by the Race Director.
- 2.) REVERSE CRYSTALS are not allowed.
- 3.) Transmitters capable of using multiple frequencies shall only display the color flag/channel number for the frequency in use.

4.) All transmitters shall be impounded and placed under the physical control of the Race Officials. Transmitters will be released at the conclusion of the days' race. Transmitters shall not be removed from the impound area without the permission of the Race Director.

5.) Competitors are responsible for notifying Race Director that they are utilizing a Spektrum and/or Nomadio 2.4 GHz digital radio system. Due to their operating characteristics they are not subject to impoundment.

6.) The Race Director shall provide a secure and protected area for the impounding of radio equipment. Proper procedures shall be followed such that only 1 transmitter on a specific frequency is allowed out of the impound area at any time, (with the Race Director's permission). The Race Director shall insure that all transmitters in the impound area are in the OFF position.

7.) Failure to comply with these requirements will be cause for disqualification at the discretion of the Race Director.

### **III. IMDRA NATIONAL POINTS SERIES**

#### **General Description**

IMDRA determines individual class champions each year on the basis of points awarded through participation in a series of IMDRA sanctioned Regional and National events. The racing season generally consists of 3 or more National events. In 2007 the changes to the rule structure will provide for a competitor's best two point race totals for National events and for Regional events a maximum of 3 race total of points earned will be divided by 3 and included in the competitors current racing season points total. This accumulation of Regional and National points will determine their position in the National Points Championship. Regional points are added to the racers National events points for a total points accumulation system. If there are more than 3 Regional events however, the additional races earned points are not awarded during these. Note: No points for Regional races will be included after IMDRA World Finals event. Season competition points are awarded as shown in the following table:

#### **Regional/Divisional Race Points Claiming: New for 2007**

A racer can race outside of his/her Region/Division but can only claim points for a single declared Region/Division point's series. Racers can claim their best points total which is the sum of three (3) Regional/Divisional races divided by 3, this dividend applies towards the racers national points. This is to encourage racers to travel outside of their region/division to attend other sanctioned IMDRA Regional/Divisional points races to improve their points total towards a national championship.

## Points System

Identifier	Points
Qualifying	10 to all contestants must make one pass during official Qualifying session
Qualifying	1 <sup>st</sup> 8 pts 2 <sup>nd</sup> 7 pts 3 <sup>rd</sup> 6 pts 4 <sup>th</sup> & 5 <sup>th</sup> 5 pts 5 <sup>th</sup> & 6 <sup>th</sup> 4 pts 7 <sup>th</sup> & 8 <sup>th</sup> 3 pts 9 <sup>th</sup> thru 12 <sup>th</sup> 2pts 13 <sup>th</sup> thru 16 <sup>th</sup> 1pt
ET or Speed Record	20
1 <sup>st</sup> Round Loser	20
2 <sup>nd</sup> Round Loser	40
3 <sup>rd</sup> Round Loser	60
A-Side Event Runner-Up	80
A-Side Event Winner	100
B-Side Winner	50
B-Side Runner Up	40

## IV. SANCTIONED CLASS SPECIFICATIONS

IMDRA sanctions 12 competition classes, categorized as nitro and electric. The following specifications must be adhered to and any disputes and/or questions involving these specifications shall be addressed to the Technical Director or Race Director prior to the commencement of a race event.

**General Rules and Guidelines:** Safety will be observed at **ALL** times. These rules and guidelines are set in place to provide for safe and competitive classes and everyone an equal opportunity to compete. Racers are required to adhere to all manufacturers safety specifications.

All specifications are based on real car specs, as close to 1/10<sup>th</sup> scale as practical.

All cars must be wheel driven. This means that the cars power must be directed into the tires not thrust driven.

**Absolutely "NO" Propylene Oxide or Pure Nitro allowed on the premises. (Mixing fuel at the track is not allowed)**

**Lithium Polymer\_ (LiPo)** and **Lithium ion\_ (Li-Ion)** batteries allowed in (transmitters and receivers in all classes) and as a power source in Extreme only.

Any full bodied and or production type car having fender wells, must not have a fender visually lower than the front or rear axle center axis. This means that you **MUST** be able to see the front and rear axle on any production type or full bodied car. No tires protruding above the bodyline of the car. All cars must be painted, no clear bodies allowed to enter competition.

All classes are .400 pro tree including bracket classes.

A class shall consist of at least four (4) cars. In the event that there are not enough cars in a specific class, 2 similar classes will be combined to make a full class. (Example): Top fuel funny car and Top fuel dragster will combine if either class has less than the minimum required car field. 4 Car fields will not run a B-Side, must be 6 car fields in order to run a B-Side.

**Note:** A record can only be set in the specific class that car was originally entered in. If a record is set in a combined class then only the record will pertain to the specific class that the car was intended to run in **NOT** both classes of the combined entry. A National record can only happen during qualifying or eliminations and only at a national event. All records to be backed up within 1%.

## **INDIVIDUAL CLASS SPECIFICATIONS**

### **Bracket Class**

Any vehicle and motor combination allowed. Nitro and electric powered.

Must have working brakes

Drivers specify dial-in times

Pro-Tree .400 light

### **COMBINED CLASSES**

#### **2.00 Index / Sponsored by Megatech**

Any 1/10 or 1/8 scale vehicle. This will include any Megatech vehicle, Monster truck, Import, on-road car or Buggy. Nitro and electric powered.

These cars will run on a 2.00 index.

#### **Combined Top Fuel Funny Car (Nitro and Electric)**

Any 1/10 scaled marketed body allowed. Body must retain features and shape of original full sized car. Body can be-sectioned, sliced or wedged to keep up with current Funny Car technologies.

**Rear spoilers are allowed with no size limit and may be attached to the rear trunk area. No elevated wings allowed.**

26" maximum chassis length (No minimum)

14" maximum wheelbase

12" minimum wheelbase

1.5 inch minimum front wheels/tires

2 inch minimum rear wheels/tires

40 oz. minimum weight (weight might be adjusted during the 2007 season)

### **Electric Combined FC Specifications**

Any mass-produced and commonly available (through a hobby distributor) cobalt or rare earth magnet based motor allowed (Brushless and brushed allowed). Maximum motor can dimensions are 2.5 inches in diameter and 3.5 inches in length (measured from end bell to end bell)

Motor must be equipped with a quick disconnecting motor power device that is clearly marked and accessible from outside the body.

10 cell battery maximum

NiCad or NiMh Sub C cells only

### **Nitro Combined FC Specifications**

Up to a .21 cubic inch engine. Any Internal Modifications allowed.

Must have operating throttle return spring, constructed either of steel or orthodontal quality rubber band. Exhaust must deflect upwards.

### **EXTREME-UNLIMITED**

**Any 1/10 or 1/8 scale vehicle allowed**

No motor limit.

Nitro vehicles must have operating throttle return spring, constructed either of steel or orthodontal quality rubber band.

Exhaust must deflect upwards

Lithium-Polymer and Lithium-Ion batteries allowed as a motor power source.

A red or yellow sticker must be placed on windshield or cowling of body to identify vehicle as using Lithium-Polymer or Lithium-Ion.

## **ELECTRIC CLASSES**

### **Electric Super Gas**

Any full body coupe, roadster, sedan, or sports car body allowed. Must have either a pro-style hood scoop or blower and hat. Rear spoilers and wings allowed for roadsters but no higher than 5" from the ground to top of wing) (all full bodied cars will not have a spoiler any higher than the roof line of the vehicle.) (See Sportsman Motors)

18.5" maximum chassis length (6" minimum chassis length)

11" maximum wheelbase

8" minimum wheelbase

10" maximum vehicle width

2" inch diameter minimum front wheels/tires

6 sub C cell battery maximum - NiCad or NiMH Cells only

36 oz. minimum weight

Any size rear wheels/tires

Any mass-produced and commonly available (through a hobby distributor) ferrite magnet modified motor, allowed. Ball bearings, adjustable timing and truing of the commutator are permitted. Internal modifications to the motor can, armature and magnets are not allowed. Maximum motor can dimensions are 2.5 inches in diameter and 3.5 inches in length (measured from end bell to end bell)

### **Electric Pro Stock**

Cars and Trucks allowed. Rear spoilers are allowed up to 2 inches in length and can not be wider than the rear trunk lid. Rear spoiler may be attached to the rear trunk lid area. Spoilers cannot extend above the roof line of the vehicle.

19" maximum chassis length (No minimum)

11" maximum wheelbase

8" minimum wheelbase

10 maximum vehicle width

2 inch minimum front wheels/tires

2 inch minimum rear wheels/tires

Any mass-produced and commonly available (through a hobby distributor) cobalt or neo brushed motor allowed. Maximum motor can dimensions are 2.5 inches in diameter and 3.5 inches in length (measured from end bell to end bell)

Motor must be equipped with a quick disconnecting motor power device that is clearly marked and accessible from outside the body.

8 cell battery maximum - NiCd or NiMH Cells only - No MAH Limit

### **Electric Pro Mod**

Only car and truck bodies allowed. Rear spoilers are allowed up to 2.5" inches in length, with side dams up to 1" inch in height. Wing may be attached to the rear trunk lid area. Note: All full bodied cars will not have a spoiler any higher than the roof line of the vehicle. Must have hood scoop or blower & injector hat assembly.

19" maximum chassis length (No minimum)

12" maximum wheelbase

8.5" minimum wheelbase

10" maximum vehicle width

2" inch minimum front wheels/tires

2" inch minimum rear wheels/tires

Any mass-produced and commonly available (through a hobby distributor) cobalt or neo brushed motor allowed. Maximum motor can dimensions are 2.5 inches in diameter and 3.5 inches in length (measured from end bell to end bell)

Motor must be equipped with a quick disconnecting motor power device that is clearly marked and accessible from outside the body.

10 cell battery maximum

NiCad or NiMh Sub C cells only

40 oz. minimum weight

### **Electric Top Fuel Dragster**

Any 1/10-scale dragster body allowed. Body must be scaled in appearance.

10" maximum wing height measured from the highest point on the wing, including side dams

31" maximum chassis length

15" minimum chassis length

30" maximum wheelbase

15" minimum wheelbase

10" maximum vehicle width

.375" inch (3/8") minimum front wheels/tires

2" inch minimum rear wheels/tires

36 oz. minimum weight

Any mass-produced and commonly available (through a hobby distributor) cobalt or rare earth magnet based motor allowed (Brushless and brushed allowed). Maximum motor can dimensions are 2.5 inches in diameter and 3.5 inches in length (measured from end bell to end bell)

Motor must be equipped with a quick disconnecting motor power device that is clearly marked and accessible from outside the body.

10 cell battery maximum NiCad or NiMh Sub C cells only

### **NITRO CLASSES**

#### **Nitro Pro Stock**

Any 1/10 scale door slammer body allowed. Must have pro style hood scoop.

18.5" maximum chassis length

11" maximum wheelbase

8" minimum wheelbase

10" maximum vehicle width

2" inch diameter minimum front wheels/tires

36 oz. minimum weight with .12 or .15 sized (small block) engine

No .15 BB allowed

Must have operating throttle return spring, constructed either of steel orthodontal quality rubber band. Exhaust must deflect upwards.

#### **Nitro Pro Mod**

Only car and truck bodies allowed. Rear spoilers are allowed up to 2.5" inches in length, with side dams up to 1" inch in height. Wing may be attached to the rear trunk lid area. Note: All full bodied cars will not have a spoiler any higher than the roof line of the vehicle. Must have hood scoop or blower & injector hat assembly.

19" maximum chassis length (No minimum)

12" maximum wheelbase

8.5" minimum wheelbase

10" maximum vehicle width

2" inch minimum front wheels/tires

2" inch minimum rear wheels/tires

40 oz minimum weight

Up to a .21 cubic inch engine. Any Internal Modifications allowed.

Must have operating throttle return spring, constructed either of steel or orthodontal quality rubber band. Exhaust must deflect upwards.

### **Top Alcohol FC and Rail**

Any 1/10-scale funny car style body or 1/10-scale Dragster style Body

**Funny Cars:** Rear spoilers are allowed with no size limit and may be attached to the rear trunk area. No elevated wings allowed.

**Dragsters:** 10" maximum wing height measured from the highest point on the wing, including side dams

Funny Cars: 36 oz minimum weight 14" maximum wheelbase

Rails: 40 oz minimum weight 30" maximum wheelbase

Engines > .12ci, .15ci or .18ci sized engine Any Internal Modifications Allowed

Must have operating throttle return spring, constructed either of steel or orthodontal quality rubber band.

Exhaust must deflect upwards

### **Nitro Top Fuel Dragster**

Any 1/10-scale dragster style body allowed

10" maximum wing height measured from the highest point on the wing, including side dams

31" maximum chassis length

15" minimum chassis length

30" maximum wheelbase

15" minimum wheelbase

10" maximum vehicle width

.375" inch (3/8") minimum front wheels/tires

2" inch minimum rear wheels/tires

44 oz. minimum weight with up to .21 cubic inch engine Any Internal Modifications Allowed

Must have operating throttle return spring, constructed either of steel or orthodontal quality rubber band.

Exhaust must deflect upwards

### **JUDGING OF CONCOURS:**

The objective of the concours is to be as realistic in design and scaled as close as possible to a real looking car. We would like to acknowledge and honor an enthusiast who has put forth the extra effort and has shown that their hard work not only looks good but works great as well. Detail will be looked at along with realism and originality. Any type car may enter.

**This car MUST be entered into a class and running to participate in the concours.** The car must be drivable and functioning. It will have had made a pass down the track at some point during the event to qualify for concours. (Actual entry into a class) **NOT PRACTICE.** (A car can only WIN once in concours competition per body)

### **V. IMDRA Divisions**

There are currently 7 Divisions recognized by the IMDRA. They are as follows:

#### **Northeast Division 1**

Connecticut; Delaware; District of Columbia; Maine; Maryland; Massachusetts; New Hampshire; New Jersey; New York; Pennsylvania; Rhode Island; Vermont; West Virginia; Maritime Provinces, Eastern Ontario, and Quebec, Canada

#### **Southeast Division 2**

Alabama; Florida; Georgia; North Carolina; South Carolina; Tennessee; Virginia; and Puerto Rico

#### **North Central Division 3**

Illinois; Indiana; Kentucky; Michigan; Ohio; Wisconsin; and Western Ontario, Canada

#### **South Central Division 4**

Arkansas; Louisiana; Mississippi; New Mexico; Oklahoma; Texas

#### **West Central Division 5**

Colorado; Iowa; Kansas; Minnesota; Missouri; Nebraska; North Dakota; South Dakota; Wyoming; and Manitoba, Canada

**Northwest Division 6**

Alaska; Idaho; Montana; Oregon; Washington; Alberta, British Columbia, and Saskatchewan, Canada

**Pacific Division 7**

Arizona; California; Hawaii; Nevada; Utah; and Mexico