

SCCEC

Southern California Competition Eliminator Club

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2012 Rulebook

SCCEC rules may be added, deleted and/or amended from time to time and at any time by the SCCEC. It is the participant's responsibility to stay abreast of all SCCEC rule changes that may affect the participant. Additions, deletions or changes to the Rulebook will be communicated by publication on the SCCEC website, socialcompeliminator.com. Amendments are effective and enforceable immediately upon publication on the SCCEC website.

Participants may request official opinions on technical issues from the SCCEC. For example, participants may request the inclusion of specific items of equipment or body designs. Any request can be made via e-mail at info@socialcompeliminator.com. In addition, participants may also request and explanation or interpretation of specific rules.

While the SCCEC welcomes the participation of everyone, participation requires a promise and agreement by all participants to abide by the rules set forth within this Rulebook. Without this promise and agreement, the SCCEC would not be able to function as a sanctioning body and the SCCEC's continuing viability would be at risk.

GENERAL GUIDELINES

All motor and chassis must meet all SCCEC specifications. Bodies must be styrene, plastic or resin. All cars must have a driver in proper location. Category is for qualified cars in Xtreme Comp, Gas Dragster, Econo Dragster, Nostalgia Dragster, Nostalgia Funny Car, Nostalgia Pro Stock, Fuel Altered, Factory Experimental, Altered, Econo Altered, Gas Supercharged, Street Roadster, Super Modified, Hemi Super Modified, True Street, Truck, Pro Modified, Modified, and Sport Compact. Eliminations are based on a handicap start utilizing the SCCEC Index system; breakout does not apply. All cars are subject to inspection for scale integrity in relation to full scale NHRA Competition Eliminator cars.

RACE PROCEDURES

Technical Inspection

Prior to racing activities, all entries must undergo a technical inspection conducted by an SCCEC tech official(s) or an acceptable replacement(s) designated by the race director. In addition, every entry is subject to further technical inspection at any time before during or after an event, at the time and in the place and manner directed by a tech official(s). Not complying in full with any inspection request will result in disqualification.

The weighing and measuring devices used by the tech official(s) shall be the standards that will determine an entry's compliance with the rules. The official scale will be made available to all competitors at all times; therefore, it is the competitor's responsibility his or her car is of legal weight before an official qualifying or elimination run.

After an entry has been inspected and classified, no changes of class are permitted. That is, while a contestant may change motors during an event, he/she cannot move from one class to another. Any motor changes made must be reported to the tech official(s) for proper registration before any further runs are made.

Pre-race prep

Sixty seconds are allotted to each contestant to prepare their car upon conclusion of the previous race (at the race director's discretion, extra time may be allotted for cleaning especially heavy starting line glue; X/Comp allotted 120 seconds). Contestants are allowed one crew member within the driver's area who must vacate the driver's area completely once both cars are staged.

Staging

To be a legitimate race winner, a contestant needs only to stage their car. Once a contestant has turned on the red light on the Christmas tree indicating a foul start, the race will be determined complete and the opposing car need not cross the finish line to be declared the winner.

During eliminations, each contestant is responsible to ensure their respective Index is inputted and displayed correctly.

Re-Runs

In rare circumstances, a race shall be re-run with each competitor remaining in the same lane. The following situations shall necessitate a re-run:

- A contestant does not trip the finish line sensor while also receiving no reaction time (race shall be re-run one [1] time; should the infraction occur a second time during the re-run, the non-offending car will be declared the winner).
 - The failure of an amber light on the Christmas tree.
 - Any other situation as determined by the race director.

The participants involved in the re-run shall return to the staging lanes immediately and the re-run

shall take place upon the conclusion of the next pair (that is, the re-run will be “on deck” once the determination that a re-run is needed). At the race director’s discretion, the re-run shall take place at the end of the same round.

Class Changes

After a contestant’s entry has been inspected and classified, no changes of class are permitted. That is, while a contestant may change motors during an event, he/she cannot move from one class to another.

Ladders

All contestants are given a minimum of two (2) rounds of qualifying. Cars are paired by times run under their respective class Index on an 8, 12, 16, 24, 32, 48 or 64 car sportsman ladder (ie. 1 vs. 17, 2 vs. 18...16 vs. 32 for a 32 car field). A full, five-tenths sportsman tree is utilized.

Lane Choice

Lane choice is determined by elapsed time. The contestant with the better qualifying position gets the first round lane choice, and in subsequent rounds, the lane choice goes to the contestant with the lowest elapsed time (in relation to his or her Index) from the previous round (e.t. is calculated off the actual Index, not the contestant’s CIC corrected index). If there is a tie to the thousandths, the first contestant posting the time will take precedence.

Post-run Inspection

Under no circumstances may a competitor reject scaling his or her car. Any competitor who runs quicker than any of his or her previous runs during qualifying or wins an elimination round must report to post-run inspection (scales) upon request of the race director. Any competitor who fails to report to post-run inspection when requested will be disqualified from the event.

National Record Procedures

National elapsed time records may be set at any time (qualifying or eliminations) during an SCCEC sanctioned event. A back-up run is not required. Speed records are not recorded.

COMPETITION INDEX CONTROL (CIC)

In an attempt to control runaway Index situations, CIC will be in effect during eliminations only. Any contestant running 0.050 or quicker during official eliminations only will have his/her index adjusted by the amount they exceed 0.050 for the following round of eliminations (example: Index of 1.000; contestant wins with a 0.948 E.T. [-0.052 under]; in the next round, that contestant’s Index will be adjusted to 0.998. CIC affects just that contestant; does not adjust any other similar class cars’ Index

during the current event. However, any contestant running 0.060 to 0.069 under during official eliminations will cause his/her class Index to be permanently adjusted by 0.005 following the event. Runs 0.070 to 0.079 under will result in a permanent adjustment of 0.010. Runs 0.080 under or quicker will result in a permanent adjustment of 0.015. Elimination pairings with similar class cars run heads up with no CIC consideration.

NOTE: Indexes inputted into the computer system are 0.100 quicker than the actual Index (i.e. Index of 1.050 is inputted as 0.950). This allows for handicap start reflecting class Index without showing a breakout.

MOTORS

Group 20/Group 12

CAN

Any C-can currently available through a major distributor. Any cutting or machine work prohibited. May enlarge bushing hole. Can straightening permitted. Early Mura 4-hole and other "big cans" prohibited.

Maximum outside dimensions (unless otherwise noted in class rules):

Length: 0.985 in.

Width: 0.915 in. (measured at the 10:30 & 4:30 position on the can)

Height: 0.635 in.

Can that measures larger will be classified as a ".860 can".

END BELL

Any cutting or machine work prohibited. Must have minimum of two (2) screws securing end bell to can. May drill one (1) hole in end bell for comm drops only.

MAGNETS

Must be ceramic-type magnets available through a major distributor within the last 10 years unless otherwise noted. May not contain rare-earth metals defined as elements with atomic weights 58-71.

Gluing and shimming of magnets allowed. Magnet clips optional. Must be a "Single" or "Quad" segmented magnet.

Dimensions:

Length: 0.500 in. ($\pm 10\%$)

Width: 0.150 in. ($\pm 10\%$)

Height: 0.550 in. ($\pm 2\%$)

BRUSHES/SPRINGS

Any type of brushes may be used. Any springs may be used. Shunt wires permitted.

BEARINGS/BUSHINGS

See individual classes for permission of ball bearings. Bearings and bushings may be epoxied or soldered in place.

ARMATURES

Must be currently available through a major distributor. Must meet the following specifications:

Group 20: 38 turns of 27-gauge wire which, excluding insulation, is 0.141 in. or 0.358 mm maximum diameter.

Group 12: 50 turns of 29-gauge wire which, excluding insulation, is 0.0112 in. or 0.2845 mm maximum diameter.

Must be machine wound. Armature stack length cannot be less than 0.440 in. with the exception of Group 12, which cannot be less than 0.350 in. C-can armatures must have a diameter of 0.513 in. \pm 0.003 in. All armatures must be clearly tagged. Armatures may be rebalanced and dyed. Any type of spacer may be used to limit end play. Armatures marketed as "big wire" or "resistance spec" armatures are not permitted at this time, unless otherwise noted in class rules.

Super 16D Modified

CAN

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. Ball bearings prohibited. Bushings may be epoxied or soldered in place. Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

END BELL

Any D-can production end bell may be used. The end bell may not be modified in any way to improve performance. May drill one (1) hole in end bell for comm drops only. The end bell may be shortened to remove excess material around the bearing area. Timing may be advanced by rotating of the end bell. Any production hardware that bolts in to the original mounting holes may be used.

MAGNETS

Only OEM* factory magnets are allowed. Must be ceramic-type magnets currently available through a major distributor. May not contain rare-earth metals defined as elements with atomic weights 58-71.

Gluing and shimming of magnets allowed. Magnet clips optional. After-market magnets are not allowed. Magnets may not be altered in any way from their OEM* factory configuration, except for honing for armature clearance only.

BRUSHES/SPRINGS

Any type of brushes may be used. Any springs may be used. Shunt wires permitted.

BEARINGS/BUSHINGS

Ball bearings prohibited. Bushings may be epoxied or soldered in place.

ARMATURE

Any production S16D armature available through a major distributor within the last 10 years, unless otherwise noted, may be used. Must be 60 turns of 28-gauge wire (0.0125 in. min. and 0.0127 in. max wire size). Stack dimensions are .513 in. minimum diameter & .480 in. minimum length. Must be tagged by the manufacturer and identified as a S16D armature. Rebalancing of armature permitted.

Any type of spacer may be used to limit end play.

Big Block 20

Any and all other modifications to stock manufactured motor not outlined here are not allowed.
Setup will consist of (#PS-2001) and (#PS-102)

CAN

Must run the stock oilite can bushing and cannot be modified in any way. Bushing may be epoxied or soldered in place. Stock magnet retaining tabs on can must be used. Tabs may be bent inward to hold magnets firmly. Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

END BELL

Must run the stock oilite end bell bushing and cannot be modified in any way. Bushing may be epoxied in place. Rotation of end bell for advancement of armature timing permitted. End bell screws may be replaced. All end bell hardware must remain stock. Molded magnet limiter "buttons" molded inside the end bell may be removed to allow magnets more forward placement in can. Shunt wires not allowed.

MAGNETS

Stock magnets only. Factory applied adhesive may be removed and magnets moved forward within can and re-glued with super glue or clear epoxy only. Using adhesive as a shimming device not allowed. Minimum air gap 0.570 in. (allowance of -0.002 in.).

BRUSHES/SPRINGS

Brushes and springs may be replaced. Brushes may be cut in width to help align contact center with

commutator surface.

BEARINGS/BUSHINGS

Stock oilite motor and end bell bushings mandatory and cannot be modified in any way.

ARMATURE (#PS-102)

Must meet the following specifications:

Group 20: 38 turns of 27-gauge wire which, excluding insulation, is 0.141 in. or 0.358 mm maximum diameter. Minimum armature diameter is .550

SpeedFX S16D (#PS-2001)

Any and all other modifications to stock manufactured motor not outlined here are not allowed.

CAN

Must run the stock oilite can bushing and cannot be modified in any way. Bushing may be epoxied or soldered in place. Stock magnet retaining tabs on can must be used. Tabs may be bent inward to hold magnets firmly. Cans may not be split and re-welded. The OEM* factory weld must remain intact and visible.

END BELL

Must run the stock oilite end bell bushing and cannot be modified in any way. Bushing may be epoxied in place. Rotation of end bell for advancement of armature timing permitted. End bell screws may be replaced. All end bell hardware must remain stock. Molded magnet limiter "buttons" molded inside the end bell may be removed to allow magnets more forward placement in can. Shunt wires not allowed.

MAGNETS

Stock magnets only. Factory applied adhesive may be removed and magnets moved forward within can and re-glued with super glue or clear epoxy only. Using adhesive as a shimming device not allowed. Minimum air gap 0.570 in. (allowance of -0.002 in.).

BRUSHES/SPRINGS

Brushes and springs may be replaced. Brushes may be cut in width to help align contact center with commutator surface.

BEARINGS/BUSHINGS

Stock oilite motor and end bell bushings mandatory and cannot be modified in any way.

ARMATURE

Rebalancing of the armature permitted (except T/NFC). Armature shaft may be shortened to allow for clearances when mounting motor within chassis. Stock arm spacers may be removed and replaced with any type of spacer to limit end play. Commutator may be trued. Any SpeedFX S16D found not in compliance with these rules will be deemed a Super 16D Modified and will only be allowed in classes in which Super 16D Modified motors are legal.

*OEM factory means the parts are available from a manufacturer as standard equipment on complete motors. A minimum of 500 motors must be available to distributors for resale to tracks to be considered an OEM part. All individual components must be available through standard distribution channels.

CLASSES

XTREME COMP

X/Comp - Any armature; C-can (any can modification permitted; i.e., shortening, lengthening, widening, ect.), any magnets, ball bearings allowed. Mini-motors (Hawk, Pro Slot Euro MK1, Falcon, etc) permitted.

CHASSIS: Unlimited, ball bearings allowed.

BODY: Must be of automotive origin of any year. Styrene bodies must be a kit-based or promotional model only. Open holes in front or rear fenders for tire clearance are prohibited. Bodies must be identifiable from its original origin. Body width cannot be less than 2 in. at any point.

REAR SPOILER/WING: Permitted; styrene, resin, or lexan only. "Top fuel" style wing permitted; cannot be taller than 1 in., measured from top of roof to the plane of the wing. Spoilers/wings may not extend beyond wheelie bar wheels. No open back ends, but wing filler panel may be slotted vertically for venting. Wings cannot be wider than widest point of body.

FRONT WHEELS/TIRES: required; 0.500 in. minimum wheel diameter on open-wheel cars, 0.750 in. minimum wheel diameter on full-fender cars.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: unlimited.

GAS DRAGSTER

A/D - Group 20; C-can, ball bearings allowed
B/D - Group 12; C-can, no ball bearings allowed
C/D - Super 16D Modified; no ball bearings allowed
D/D - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited; must be an inline configuration; ball bearings allowed. Minimum wheelbase: 8 in.; maximum wheelbase 11 in.

BODY: True scale body. Must have a model engine with headers, and valve cover detail or molded in engine with header detail on vacuum-formed bodies positioned behind driver's compartment. Both must run a Pro Stock or Formula 5000 style scoop on top of engine. No blowers allowed. Must have a 6-point style roll cage or molded representation.

FRONT WHEELS/TIRES: Required; 0.500 in. minimum front wheel diameter.

REAR WHEELS/TIRES: Minimum rear tire diameter 0.980 in. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels

WEIGHT: 100 grams

ECONO DRAGSTER

A/ED - Group 20; C-can, no ball bearings allowed.
B/ED - Group 12; C-can, no ball bearings allowed.
C/ED - Super 16D Modified; no ball bearings allowed
D/ED - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited; must be an inline configuration, no ball bearings allowed. Minimum wheelbase: 8 in.; maximum 11 in.

BODY: True scale body. Must have a model engine with headers, and valve cover detail or molded in engine on vacuum-formed bodies positioned behind driver's compartment. Both must run a Pro Stock or Formula 5000 style scoop on top of engine. No blowers allowed. Must have a 6-point style roll cage or molded representation.

FRONT WHEELS/TIRES: Required; 0.500 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 120 grams.

NOSTALGIA DRAGSTER

AA/ND - Group 12; C-can, no ball bearings allowed.

BB/ND - SpeedFX S16D; no ball bearings allowed.

A/ND - Group 12; C-can, no ball bearings allowed.

B/ND - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited; must be an inline configuration; ball bearings allowed. Minimum wheelbase: 8 in.; maximum 11 in.

BODY: True scale body. Must have a model engine with headers, and valve cover detail or molded in engine with header detail on vacuum-formed bodies positioned forward of driver's compartment. Collector-style headers prohibited. Blowers mandatory in AA/ND and BB/ND, prohibited in A/ND and B/ND. Side canard wings allowed. Must have a roll cage or molded representation.

FRONT WHEELS/TIRES: Required; 0.500 in. minimum wheel diameter.

REAR WHEELS/TIRES:

- AA/ND & BB/ND – 1.185 in. minimum diameter (1 3/16 in., allowance of -0.015 in. max). 0.500 in. minimum tire tread width fully contacting track surface. Slitting or grooving of tread area of tires prohibited.

- A/ND & B/ND – 1.063 in. minimum diameter (1 1/16 in.). 0.300 in. minimum tire tread width fully contacting track surface. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: AA/ND - 130 grams.

BB/ND - 130 grams.

A/ND - 150 grams.

B/ND - 150 grams.

NOSTALGIA FUNNY CAR

AA/NFC - SpeedFX S16D; no ball bearings allowed.

T/NFC - SpeedFX S16D; rebalancing of armature NOT permitted; no ball bearings allowed.

CHASSIS: Unlimited; must be an inline configuration; ball bearings allowed.

BODY:

AA/NFC: 1979 and earlier funny car body. All styrene plastic bodies must be from a manufactured, kit model only. Resin cast bodies allowed. Resin bodies “back-poured” from a lexan-originated body prohibited. Minor wedging of lower body line and front spoiler allowed. Minimum body width measured across centerline of existing front axle: 2.250 in. Addition of front wheel bubbles must be molded into the body and must be period-correct and scale appearing for the body used. Cut-outs allowed for zoomie header clearance only. Body must resemble and represent the look and profile of the body style used. Underside of bodies may have inner body material ground down for lightening purposes. Hood/cowl area can be opened for top hat/blower clearance only. Topless roadsters prohibited with the exception of 1968-70 Corvettes and early model Jeeps. Body must retain the full taillight panel; no artificial ventilation allowed. Rear bumper/splash pan may be opened for wheelie bar strut clearance only. It is recommended that all cars have parachute detail added. Addition of headers is also encouraged.

T/NFC: 1979 and earlier funny car body. All styrene plastic bodies must be from a manufactured, kit model only. Resin cast bodies allowed. Resin bodies “back-poured” from a lexan-originated body are prohibited. Absolutely no cutting or removal of body material for the purpose of lowering overall stance allowed. Body height and width must remain unaltered as produced originally by model manufacturer/resin caster. Header cutouts allowed only if originally cast into body. Body must resemble and represent the look and profile of the era of the body style used. Underside of bodies may have inner body material ground down for lightening purposes only. Hood/cowl area can be opened for top hat/blower clearance only. Front fender bubbles allowed if originally molded/cast onto body. Topless roadsters prohibited with the exception of 1968-70 Corvettes and early model Jeeps. Body must retain the full taillight panel; no artificial ventilation allowed. Rear bumper/splash pan may be opened for wheelie bar strut clearance only. It is recommended that all cars have parachute detail added. Addition of headers is also encouraged.

INDUCTION SYSTEM: Must have one of the following positioned forward of driver’s compartment**:

- Full top hat; styrene, resin or metal allowed.
- Blower with “8-port” injector; styrene, resin or metal allowed.
- Injector stacks; styrene, resin or metal allowed.

**Rear-engine styles (Dunn & Reath; Hindsight; California Stud, ect.) must have an interior with driver and full blower with injector scoop mounted in its proper position.

SPOILERS/WINGS: Permitted; must be representative of the style for the era of body used. Rear spoiler “extensions” allowed. Side spill plates not allowed. Canard wings not allowed.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 1.185 in. minimum diameter (1 3/16 in., allowance of -0.015 in. max). Minimum tire tread width fully contacting track surface 0.500 in. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle

to centerline of wheelie wheels.

WEIGHT: 130 grams.

NOSTALGIA PRO STOCK

A/NPS - Group 20; C-can, no ball bearings allowed.

B/NPS - Group 12; C-can, no ball bearings allowed.

C/NPS - Super 16D Modified; no ball bearings allowed.

D/NPS - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited; ball bearings allowed.

BODY: 1967 to 1979 American production coupe, sedan or station wagon. Corvettes or sports cars not allowed. No concept or "show car" bodies. Styrene or resin cast only. Styrene bodies must be a kit based or promotional model only. Modifications to the body limited to those of the full size cars of the era. No material may be removed from the lower rocker panel for any reason. Wheel-wells may be enlarged for tire clearance only. Must have stock appearing front and rear bumpers for model used.

Real bumper may be notched for wheelie bar strut clearance only. No full cut outs allowed. Body ventilation of any kind that is not manufacturer original prohibited. Body must have all street legal equipment (i.e., full head and tail light lenses or acceptable replacements). May omit side view mirrors and windshield wipers. Hood may be integrated into cowl.

INDUCTION SYSTEM: All cars must run a hood scoop that replicates the style representative of the era (square "snorkel, ramped "mail box," etc.). "Hemi style" scoops are allowed on 1967 to 1970 Chrysler product bodies only. Cowl induction, or any rear opening style scoop not allowed. All hood scoops must be a minimum of 1/8" tall and at its widest point. Must be mounted forward of the drivers compartment.

SPOILERS/WINGS: Not allowed unless original factory available equipment for model used.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 1.185 in. minimum diameter (1 3/16 in., allowance of -0.015 in. max). Minimum tire tread width fully contacting track surface 0.500 in. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 130 grams.

FUEL ALTERED

AA/FA - Group 12; C-can, no ball bearings allowed.

BB/FA - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited; must be an inline configuration; ball bearings allowed. Maximum wheelbase: 4.750 in.

BODY: Pre-1937, fenderless, center-steer. Must have a period-correct style roll cage or molded representation. Must have a model engine with headers, and valve cover detail or molded-in engine with header detail on vacuum-formed bodies positioned forward of driver's compartment. Blowers and full top hat with "zoomie" style headers mandatory. No rear motor bodies.

WINGS: "Top fuel" style wings allowed. Front air foil allowed. Lower side canard wings must not be wider than 3 in. total width and 1 in. total length. Any addition of down-force producing attachments not a permanent part of the rear wing prohibited.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 1.185 in. minimum diameter (1 3/16 in., allowance of -0.015 in. max). Minimum tire tread width fully contacting track surface 0.500 in. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 110 grams.

FACTORY EXPERIMENTAL

A/FX - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited; must be an inline configuration; ball bearings allowed.

BODY: Pre-1967 American production full-size or coupe; resin or styrene only. Styrene bodies must be a kit-based or promotional model only. No modifications to its stock configuration as delivered from the full-size manufacturer, with exception of forward repositioning of rear wheel-well. Rear wheel-well must be repositioned forward 0.625 in. (5/8 in. [scaled 15 in.], +/- 0.100 in.) from original, factory location. Front wheel-wells may be repositioned forward by a maximum of 0.417 in. (scaled 10 in.). Absolutely no material may be removed from lower body rocker panel for any reason. Must have complete stock front and rear bumpers for model used. Opening of rear bumper for wheelie bar strut clearance prohibited. Minimum ground clearance from track surface to bottom edge of front bumper: 0.500 in. Windshield/windows optional; stock window "glass" may be replaced with lexan or clear styrene. Hoods optional; if hood is not used, model engine with headers, valve cover detail and carburetor, injector stacks or blower/injector mandatory.

WINGS/SPOILERS: Prohibited.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 1.185 in. minimum diameter (1 3/16 in., allowance of -0.015 in. max). Minimum tire tread width fully contacting track surface 0.400 in. Slitting or grooving of tread area of

tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 4 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 160 grams.

ALTERED

AA/AM - Any armature; C-can (any can modification permitted; i.e., shortening, lengthening, widening, ect.), any magnets, ball bearings allowed. Mini-motors (Hawk, Pro Slot Euro MK1, Falcon, etc) permitted.

AA/AT - Any .513' armature ($\pm 0.003'$); C-can, ceramic magnets, ball bearings allowed.

AA/A - Any .513' armature ($\pm 0.003'$); C-can, ceramic magnets, ball bearings allowed.

A/A - Group 20; C-can, ball bearings allowed.

B/A - Group 12; C-can, no ball bearings allowed.

BB/AT - Group 12; C-can, no ball bearings allowed.

C/A - Super 16D Modified; no ball bearings allowed.

CC/AT - Super 16D Modified; no ball bearings allowed.

D/A - SpeedFX S16D; no ball bearings allowed.

DD/AT - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed. Maximum wheelbase for open wheel cars: 4.750 in.

BODY

OPEN-WHEEL: Pre-1937, fenderless, center-steer. Must have a 6-point style roll cage or molded representation. Must have a grille shell or representation thereof. Must have a model engine with headers, and valve cover detail or molded-in engine with header detail on vacuum-formed bodies positioned forward of driver's compartment. Both must run a Pro Stock or Formula 5000 style scoop or velocity stacks on top of engine. No blowers allowed except in AA/A and AA/AM; blowers and full top hat with "zoomie" style headers mandatory. AA/AT, BB/AT, CC/AT and DD/AT must run full turbocharged motor.

WINGS: "Top fuel" style wings allowed. Front air foil allowed. Lower side canard wings must not be wider than 3 in. total width and 1 in. total length. Any addition of down-force producing attachments not a permanent part of the rear wing prohibited.

FRONT WHEELS/TIRES: Required; 0.500 in. minimum wheel diameter.

BODY

DOOR CARS: 1950 and later coupe, sedan, or **topless roadster**. Convertibles not allowed. Styrene bodies must be a kit-based or promotional model only. Pick-up trucks reserved for altered truck classes only. Non-turbo and non-AA classes must have Pro Stock-style hood scoop. Must protrude a minimum of 0.250 in. measured from base of hood to tallest point. Blowlers allowed only in AA/A and AA/AM; blowlers and full top hat mandatory. Must have a minimum of 1/4 of blower case protruding from base of hood. Turbo inlets on AA/AT, BB/AT, CC/AT and DD/AT recommended. Volkswagen-

bodied cars must have an air box positioned behind the driver's compartment or a turbo inlet protruding from the rear stock engine lid. Stock deck/engine lid on VWs without a turbo inlet prohibited. Lower rocker panels may be angle cut, but cannot be cut higher than the stock lower door line for body used. Stock door lines must be retained. Repositioning of door lines prohibited. AA/A and AA/AM may notch lower rocker panel behind front wheel well for header clearance only. All headlight, tail light lenses must be retained. May be replaced with decal representation if located in original configuration. Cowling area on hood may be extended to base of windshield. Front fascia modifications limited to addition of front air dam. No rear body cutouts or artificial ventilation. Rear bumper may be opened for wheelie bar strut clearance only. Stock window "glass" may be replaced with lexan or clear styrene. Must have all windows installed (including sides).

- Funny cars permitted; 1969 or later model-year coupe, sedan or station wagon. Styrene bodies must be a kit-based or promotional model only. Body may be narrowed to 2.250 in.; will be measured at centerline of existing front axle. Body may be lengthened or shortened. Tops may be chopped, maximum 0.083 in. (scale 2 in.). Complete removal of top prohibited.

REAR SPOILER: Pro Stock style spoiler with spill plates mandatory. Styrene, resin, or lexan allowed. Must be painted to match paint scheme of car. Maximum length 0.875 in. (7/8 in.) measured from mounting point on body to end of spoiler. Cannot be molded into body. Must attach to the tail end of rear deck. Spill plates cannot measure more than 0.313 in. (5/16 in.) tall. Any addition of down-force producing attachments not a permanent part of the rear spoiler prohibited.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT:

AA/AM - 100 grams.

AA/AT - 110 grams.

AA/A - 125 grams.

A/A - 125 grams.

B/A - 125 grams.

BB/AT - 110 grams

C/A - 125 grams.

CC/AT - 110 grams.

D/A - 125 grams.

DD/AT - 110 grams.

ECONO ALTERED

A/EA - Group 20; C-can, no ball bearings allowed.

B/EA - Group 12; C-can, no ball bearings allowed.

C/EA - Super 16D Modified; no ball bearings allowed.

D/EA - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Same as Altered except ball bearings not allowed.

BODY

OPEN-WHEEL: Same as Altered.

WINGS: Same as Altered.

FRONT WHEELS/TIRES: Required; 0.500 in. minimum wheel diameter.

BODY

DOOR CARS: Same as Altered

- Funny cars permitted; 1969 or later model-year coupe, sedan or station wagon. Styrene bodies must be a kit-based or promotional model only. Body may be narrowed to 2.250 in.; will be measured at centerline of existing front axle. Body may be lengthened or shortened. Tops may be chopped, maximum 0.083 in. (scale 2 in.). Complete removal of top prohibited.

REAR SPOILER: Same as Altered; rear spoiler on funny cars optional.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 125 grams.

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GAS SUPERCHARGED

AA/GS - Group 20; C-can, no ball bearings allowed.

BB/GS - Group 12; C-can, no ball bearings allowed.

CC/GS - Super 16D Modified; no ball bearings allowed.

DD/GS - SpeedFX S16D; no ball bearings allowed.

CHASSIS

Unlimited; ball bearings prohibited.

BODY

1951 or earlier coupe, sedan, pickup, or panel truck (Willys, Anglia, Austin, Thames, Henry J's, etc.). Convertibles, roadsters, and altered not permitted. Kit based, vacuformed, or resin bodies allowed. Body modifications limited to chopping of top and notching of lower side rocker panels behind front wheelwells for header clearance only. Must have full front and rear fenders. Rear wheelwells may be enlarged for tire clearance. Removal of bumpers, headlights, grille, running boards and other street equipment permitted. Wings, spoilers, diaphanes, or any aerodynamic enhancing devices not allowed.

INDUCTION SYSTEM

Must have one of the following positioned forward of the front windshield:

- Pro Stock-style hood scoop; styrene or resin only.

- Full top hat; styrene, resin or metal allowed.

- Injector stacks; styrene, resin or metal allowed.

Hood scoop must meet minimum dimensions:

Height: 1/4", Width: 7/16", Length: 1-1/4".

Full top hat: Entire unit must protrude from top surface of hood.

Injector Stacks: Must be 1/4" protruding through hood. Measured from top of hood to top of stacks.

Blower or injectors must be a separate unit, cannot be molded or cast into body.

FRONT WHEELS/TIRES

Required, 3/4" minimum diameter, measured from the outside diameter of the tire.

REAR WHEELS/TIRES

Minimum diameter 0.970 in.

WHEELIE BARS/WHEELS

Permitted; total length cannot exceed 5" from centerline of rear axle to centerline of wheelie wheels.

WEIGHT

120 grams.

STREET ROADSTER

A/SR - Group 20; C-can, ball bearings allowed.
B/SR - Group 12; C-can, no ball bearings allowed.
C/SR - Super 16D Modified; no ball bearings allowed.
D/SR - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed. Guide flag must remain under body.

BODY: Pre-1937, topless roadster bodies only. Must be left-hand drive with 6-point style roll cage or molded representation. Interior bucket must be covered by a body colored panel or tonneau cover. Windscreen mandatory. Must retain full stock fenders and running boards for body used. Running boards may be molded into fenders if a separate unit. Body may be sectioned to reduce overall height, but top front edge of grille shell may not be lower than 0.250 in. of the top surface of the front fenders. Must have original grille for body used. May be molded into body and filled. Filled grilles must have grille bars replicated in paint or decal. Top portion of hood with Pro Stock style hood scoop mandatory. Must protrude a minimum of 0.250 in. No blowers or injectors allowed. Side hood panels optional but open sides must have collector style headers exiting from opening. Headlights and tail lights optional. Bumpers optional. Bumpers cannot be used as an aerodynamic device. No rear body cutouts or ventilation of any kind on body. Opening of rear body for wheelie bar strut clearance only allowed.

REAR SPOILER: Pro Stock style spoiler with spill plates required. Styrene, resin, or lexan allowed. Must be painted to match paint scheme of car. Maximum length 0.875 in. (7/8 in.) measured from mounting point on body to end of spoiler. Must attach to the rear deck. Cannot be molded into body. Spoiler on vacuum formed bodies may be cast into rear deck, but rear portion of cast must be removed and area filled in with painted panel filler to replicate deck lid. Spill plates cannot measure more than 0.313 in. (5/16 in.) tall. All cars must have a spoiler.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 125 grams.

SUPER MODIFIED

AA/SM - Any .513' armature ($\pm 0.003'$); C-can, ceramic magnets, ball bearings allowed.
A/SM - Group 20; C-can, ball bearings allowed.
B/SM - Group 12; C-can, no ball bearings allowed.
C/SM - Super 16D Modified; no ball bearings allowed.
D/SM - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed.

BODY: 1955 or later American stock production coupe, sedan, station wagon, pickup, or convertible (must run "top up"). No sports cars allowed except Corvettes and early T-Birds. No concept or "show car" bodies. Styrene bodies must be a kit based or promotional model only. No modifications to its stock configuration as delivered from the full-size manufacturer. Absolutely no material may be removed from lower body rocker panel for any reason. Wheel-wells may not be enlarged. Must have complete stock front and rear bumpers for model used. Rear bumpers may be notched for wheelie bar strut clearance only. No full cut outs allowed. Body ventilation of any kind that is not manufacturer original prohibited. Body must have all street legal equipment, (i.e. full head and tail light lenses or acceptable replacements). Omission of side view mirrors and windshield wipers permitted. Opening of underside or front nose area for chassis clearance only permitted.

INDUCTION SYSTEM: Must have a Pro Stock style hood scoop (Exception: AA/SM [see below]). Must protrude a minimum of 0.250 in. measured from base of hood to tallest point. Must be located forward of driver's compartment.

- AA/SM may run a stock hood or a cowl induction hood scoop measuring at least 1/4 inch in height.

WINDSHIELD/WINDOWS: Must have minimum a clear or tinted windshield, and rear window installed; side windows optional. Window "glass" may be replaced with lexan. Flush mounting of windows not allowed unless originally equipped.

REAR SPOILER: Allowed if originally equipped as delivered from the full-size manufacturer. Aftermarket rear spoilers/wings prohibited.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 125 grams.

HEMI SUPER MODIFIED

AH/SM - Group 20; C-Can, ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed.

BODY: 1968 to 1969 Dodge Dart or Plymouth Barracuda only. Styrene bodies must be a kit based or promotional model only. No modifications to its stock configuration as delivered from the full-

size manufacturer. Absolutely no material may be removed from lower body rocker panel for any reason. Wheel-wells may be enlarged on Dart bodies only. Must have complete stock front and rear bumpers for model used. Rear bumpers may be notched for wheelie bar strut clearance only. No full cut outs allowed. Body ventilation of any kind that is not manufacturer original prohibited.

Body must have all street legal equipment, (i.e., full head and tail light lenses or acceptable replacements). Omission of side view mirrors and windshield wipers permitted. Opening of underside or front nose area for chassis clearance only permitted. "Power bulges" on hood of Darts may be omitted/removed.

INDUCTION SYSTEM: Chrysler "Hemi Style" hood scoop mandatory. Must protrude a minimum of 0.125 in. measured from base of hood to tallest point. Must be located forward of driver's compartment.

WINDSHIELD/WINDOWS: Must have minimum a clear or tinted windshield, and rear window installed; side windows optional. Window "glass" may be replaced with lexan. Flush mounting of windows not allowed.

REAR SPOILER: Prohibited.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 125 grams.

TRUE STREET

T/S – Pro Slot Big Block 20, ball bearings not allowed

CHASSIS: Unlimited, ball bearing permitted, floating weight pan must be inside of chassis main rails.

BODY: Any year, rear wheel drive, front motored, kit based bodies only. Pro Stock kits, resin bodies, vacuformed, factory prototype or concept cars are not permitted. Body may be lowered /raked but must retain 2/3 of the original front bumper, body must retain original door lines and partial rocker panels front to rear, All original head lights, parking lights and grill area below front

bumper may be filled but must retain original surface contour, angle, shape and have correct decals to replicate Grill and Headlights area's filled. No other body modifications are permitted.

INDUCTION SYSTEM: Mandatory, may be any style hood scoop, raised cowl hood, blower, or turbo inlet(s), Must protrude a minimum of 0.250 in. measured from base of hood to tallest point. Must be located forward of driver's compartment.

WINDSHIELD/WINDOWS: Must have minimum a clear or tinted windshield, and rear window installed; side windows optional. Window "glass" may be replaced with lexan. Flush mounting of windows not allowed unless originally equipped.

REAR SPOILER: Pro Stock style spoiler with spill plates mandatory. Styrene, resin, or lexan allowed. Must be painted to match paint scheme of car. Maximum length 0.875 in. (7/8 in.) measured from mounting point on body to end of spoiler. Cannot be molded into body. Must attach to the tail end of rear deck. Spill plates cannot measure more than 0.313 in. (5/16 in.) tall. Any addition of down-force producing attachments not a permanent part of the rear spoiler prohibited.

CONTINGENCY DECALS/LETTERING: Must be on windows and hood scoop only, contingency decals/lettering prohibited on body.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: Must be scale hub 5/8 min. Minimum rear tire diameter is 1 1/16 (1.0625), Maximum tire width is .435. Minimum tire width is .300.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

Minimum weight: 120 grams.

PRO MODIFIED

AA/PM - Group 12; C-can, no ball bearings allowed.

A/PM - Group 12; C-can, no ball bearings allowed.

BB/PM - Group 12; C-can, no ball bearings allowed.

B/PM - Group 12; C-can, no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed.

BODY: No convertibles, roadsters, dragsters, or funny car bodies permitted. Body may be "funny car based" if body length and wheelbase is shortened to reflect the factory stock dimensions of body model used (± 0.500 in.), and rear window is cut out as per stock configuration. All bodies must have a rear window. Vacuum-formed bodies allowed in BB/PM and B/PM only. Front wheel bubbles, or open holes in front or rear fenders for tire clearance are prohibited. No concept or "show car" bodies. Bodies must be identifiable from its original origin. Body width cannot be less than 2 in. at any point.

INDUCTION SYSTEM:

- AA/PM and BB/PM - Full blower with top hat positioned forward of driver's compartment. Must have 1/4 of blower case above top of hood. Blower or injectors must be a separate unit, cannot be molded or cast into body.

- A/PM and B/PM - Must have one of the following positioned forward of driver's compartment:

- Flat hood

- Cowl induction hood measuring at least 1/4 inch in height.

- Hood scoop; minimum dimensions: Height: 0.250 in., Width: 0.750 in., Length: 1.250 in.

REAR SPOILER/WING: Permitted; Styrene, resin, or lexan only. "Top fuel" style wing permitted. Wings cannot be wider than widest point of body. Cannot be taller than 1 in., measured from top of roof to the plane of the spoiler. No open back ends, but wing filler panel may be slotted vertically for venting. Wings may not extend beyond wheelie bar wheels.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT:

AA/PM - 120 grams.

A/PM - 130 grams.

BB/PM - 150 grams* or 160 grams**.

B/PM - 150 grams* or 160 grams**.

*150 grams minimum weight for 1969 model year or earlier body style. Absolutely no modifications to its stock configuration as delivered from the full size manufacturer other than the addition of a wing/spoiler and cowl induction, hood scoop, flat hood, or blower/injector. Lower side rocker panels behind front wheel wells may be notched for zoomie-style header (BB/PM) or collector-style header (B/PM) clearance only. No flush mounting of windows.

**160 grams minimum weight for all vacuum-formed bodies, 1970 model year or later bodies, or any earlier model year body that exhibits any modification beyond those stated legal for 150 grams.

TOPLESS ROADSTER

A/TR - Group 20; C-can, ball bearings allowed.

B/TR - Group 12; C-can, no ball bearings allowed.

C/TR - Super 16D Modified; no ball bearings allowed.

D/TR - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed.

Body: 1950 and later topless roadster. Must have a 6-point style roll cage or molded representation. Interior bucket must be covered by a body colored panel or tonneau cover. Windscreen mandatory. Styrene bodies must be a kit-based or promotional model only. Vacuformed bodies allowed. Must have Pro Stock-style hood scoop or blower. Must protrude a minimum of 0.250 in. measured from base of hood to tallest point. Must have a minimum of 1/4 of blower case protruding from base of hood. Lower rocker panels may be angle cut, but cannot be cut higher than the stock lower door line for body used. Stock door lines must be retained. Repositioning of door lines prohibited. All headlight, tail light lenses must be retained. May be replaced with decal representation if located in original configuration. Front fascia modifications limited to addition of front air dam. No rear body cutouts or artificial ventilation. Rear bumper may be opened for wheelie bar strut clearance only.

REAR SPOILER: Pro Stock style spoiler with spill plates mandatory. Styrene, resin, or lexan allowed. Must be painted to match paint scheme of car. Maximum length 0.875 in. (7/8 in.) measured from mounting point on body to end of spoiler. Cannot be molded into body. Must attach to the tail end of rear deck. Spill plates cannot measure more than 0.313 in. (5/16 in.) tall. Any addition of down-force producing attachments not a permanent part of the rear spoiler prohibited.

FRONT WHEELS/TIRES: required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 110 grams.

ALTERED TRUCK

A/T - Group 20; C-can, ball bearings allowed.

B/T - Group 12; C-can, no ball bearings allowed.

C/T - Super 16D Modified; no ball bearings allowed.

D/T - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed.

BODY: Must be of plastic, resin, or styrene. Reserved for 1996 or later pickups of standard or extended cab, midsize (Dakota, S-10, GMC-Sonoma, Ranger, Etc.) class. Body (cab) maybe lowered but must retain original door lines and maintain two thirds of the front bumper. Diaplanes not allowed. Bed must retain stock dimensions. Colored tonneau cover mandatory over bed. Must have rear bumper or rolled pan and may be opened for wheelie bar clearance only. Head lights, parking, tail lights must be retained in stock original factory location.

INDUCTION SYSTEM: Must have one of the following positioned forward of driver's compartment:

- Cowl induction type hood measuring at least 1/4 inch in height.
- Hood scoop; minimum dimensions: Height: 0.250 in., Width: 0.750 in., Length: 1.250 in.

REAR SPOILER: Pro Stock style spoiler with spill plates allowed. Styrene or Resin. Must be painted to match paint scheme of truck. Maximum length 0.875 in. (7/8 in.) measured from mounting point of body to end of spoiler. Cannot be molded into body. Minimum length 0.250 in. Must attach to the tail end of bed. Spill plates cannot measure more than 0.313 in. (5/16 in.) tall. Any addition of down-force producing attachments not a permanent part of the rear spoiler prohibited.

FRONT WHEELS/TIRES: required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: 120 grams.

- MODIFIED

A/M - Falcon 7, Hawk 7, or TSR3; no ball bearings allowed.

B/M - Falcon 7, Hawk 7, or TSR3; no ball bearings allowed.

C/M - Falcon 7, Hawk 7, or TSR3; no ball bearings allowed.

D/M - Falcon 7, Hawk 7, or TSR3; no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed.

BODY: Must be of automotive origin of any year. Open holes in front or rear fenders for tire clearance are prohibited. Bodies must be identifiable from its original origin.

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REAR SPOILER/WING: Permitted; styrene, resin, or lexan only. "Top fuel" style wing permitted; cannot be taller than 1 in., measured from top of roof to the plane of the wing. Spoilers/wings may not extend beyond wheelie bar wheels. No open back ends, but wing filler panel may be slotted vertically for venting. Wings cannot be wider than widest point of body.

FRONT WHEELS/TIRES: required; 0.500 in. minimum wheel diameter on open-wheel cars, 0.750 in. minimum wheel diameter on full-fender cars.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT:

A/M - 90 grams.

B/M - 110 grams.

C/M - 130 grams.

D/M - 150 grams.

- SPORT COMPACT/SPORT COMPACT LIGHT

A/SC – A/SCL - Group 20; C-can, ball bearings allowed (OEM .860 cans, armatures manufactured as "Big Wire" or "Resistance Spec" arms permitted)

B/SC – B/SCL - Group 12; C-can, ball bearings allowed (OEM .860 cans, armatures manufactured as "Big Wire" or "Resistance Spec" arms permitted)

C/SC – C/SCL - Super 16D Modified; no ball bearings allowed

D/SC – D/SCL - SpeedFX S16D; no ball bearings allowed.

E/SC - Super 16D Modified; no ball bearings allowed.

F/SC - SpeedFX S16D; no ball bearings allowed.

G/SC - Super 16D Modified; no ball bearings allowed.

H/SC - SpeedFX S16D; no ball bearings allowed.

CHASSIS: Unlimited, ball bearings allowed. Maximum one guide flag per car; front tip of guide flag must be mounted forward of front axle.

A/SC – A/SCL - Unlimited, ball bearings allowed.

B/SC – B/SCL - Unlimited, ball bearings allowed.

C/SC – C/SCL - Unlimited, ball bearings allowed.

D/SC – D/SCL - Unlimited, ball bearings allowed.

E/SC - Front wheel drive only, ball bearings allowed.

F/SC - Front wheel drive only, ball bearings allowed.

G/SC - Front wheel drive only, ball bearings allowed.

H/SC - Front wheel drive only, ball bearings allowed.

BODY: Must be included in current SCCEC accepted body list. **Vacuformed bodies allowed.** Pick-up and SUV bodies prohibited. Mild customizing, body kits and chopped roofs permitted, but must retain full-bodied appearance, with minimum of 2 doors. Lower rocker panels may be angle cut, but cannot be cut higher than the stock lower door line for body used. Stock door lines must be retained. Repositioning of door lines prohibited. All headlight, tail light lenses must be retained. May be replaced with decal representation if located in original configuration. Cowling area on hood may be extended to base of windshield. Front fascia modifications limited to addition of front air dam. No rear body cutouts or artificial ventilation. Rear bumper may be opened for wheelie bar strut clearance only. Stock window "glass" may be replaced with lexan or clear styrene. Must have all windows installed (including sides). Turbo inlets encouraged. Hood scoops discouraged, but allowed.

A/SC – A/SCL - See accepted body list.

B/SC – B/SCL - See accepted body list.

C/SC – C/SCL - See accepted body list.

D/SC – D/SCL - See accepted body list.

E/SC - See accepted body list (Foreign production only).

F/SC - See accepted body list (Foreign production only).

G/SC - See accepted body list (American production only).

H/SC - See accepted body list (American production only).

REAR SPOILER: Pro Stock style spoiler with spill plates permitted. Styrene, resin, or lexan allowed. Must be painted to match paint scheme of car. Maximum length 0.875 in. (7/8 in.) measured from mounting point on body to end of spoiler. Must attach to rear deck; cannot be molded into body. Spoiler on vacuum formed bodies may be cast into rear deck, but rear portion of cast must be removed and area filled within with painted panel filler to replicate deck lid. Spill plates cannot measure more than 0.313 in. (5/16 in.) tall.

FRONT WHEELS/TIRES: Required; 0.750 in. minimum wheel diameter.

REAR WHEELS/TIRES: 0.980 in. minimum tire diameter. Slitting or grooving of tread area of tires prohibited.

WHEELIE BARS/WHEELS: Permitted; total length cannot exceed 5 in. from centerline of rear axle to centerline of wheelie wheels.

WEIGHT: SPORT COMPACT 130 grams. **SPORT COMPACT LIGHT 110 grams**

SCCEC sanctioned sport compact accepted body list

As of: 01/01/12

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
Acura								
CL	yes	yes	yes	yes				

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Infiniti

G Series	yes	yes	yes	yes				
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Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Isuzu

I-Mark	yes	yes	yes	yes	yes	yes		
Impulse	yes	yes	yes	yes	yes	yes		
Stylus	yes	yes	yes	yes	yes	yes		

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Lexus

GS300	yes	yes	yes	yes				
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IS300	yes	yes	yes	yes				
SC300	yes	yes	yes	yes				
SC400	yes	yes	yes	yes				
SC420	yes	yes	yes	yes				

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Mazda

323					yes	yes		
626	yes	yes	yes	yes	yes	yes		
Mazda 3	yes	yes	yes	yes	yes	yes		
Mazda 6	yes	yes	yes	yes	yes	yes		
Miata	yes	yes	yes	yes				
MP3					yes	yes		
MX6	yes	yes	yes	yes	yes	yes		
Protégé					yes	yes		
R100	yes	yes	yes	yes				
RX-3	yes	yes	yes	yes				
RX-4	yes	yes	yes	yes				
RX-7	yes	yes	yes	yes				
RX-8	yes	yes	yes	yes				

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Mercedes

C-Class	yes	yes	yes	yes				
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Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Mitsubishi

3000GT	yes	yes	yes	yes				
Eclipse	yes	yes	yes	yes	yes	yes		
Evolution	yes	yes	yes	yes				
Lander FWD					yes	yes		
Miarge	yes	yes	yes	yes				
Startion/Conquest	yes	yes	yes	yes				

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Saturn

Ion	yes	yes	yes	yes			yes	yes
SC, SL, SW	yes	yes	yes	yes			yes	yes

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Scion

xA	yes	yes	yes	yes	yes	yes	yes	yes
tC	yes	yes	yes	yes	yes	yes	yes	yes

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Subaru

Impreza	yes	yes	yes	yes				
SVX	yes	yes	yes	yes				

WRX	yes	yes	yes	yes				
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Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Toyota

Altezza	yes	yes	yes	yes				
Camry					yes	yes		
Celica	yes	yes	yes	yes	yes	yes		
Corolla	yes	yes	yes	yes				
MR2	yes	yes	yes	yes				
Solara	yes	yes	yes	yes	yes	yes		
Starlet	yes	yes	yes	yes				
Supra	yes	yes	yes	yes				
Tercel	yes	yes	yes	yes	yes	yes		

Make/Model	A/SC	B/SC	C/SC	D/SC	E/SC	F/SC	G/SC	H/SC
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Volkswagen

Beetle FWD	yes	yes	yes	yes	yes	yes		
Golf/GTI	yes	yes	yes	yes	yes	yes		
Jetta	yes	yes	yes	yes	yes	yes		
Karmann Ghia	yes	yes	yes	yes				
Passat	yes	yes	yes	yes	yes	yes		
Type I	yes	yes	yes	yes				
Type III	yes	yes	yes	yes				
Bug	yes	yes	yes	yes				