

GENERAL RULES — ALL CLASSES

1. Drag races will be run in four divisions — Little Eliminator, Middle Eliminator, Top Eliminator Gas and Top Eliminator Fuel. There will be three classes in each division. In addition there will be an Unlimited class in which there are no engine limitations, and which will not run for any eliminator prizes. No team or individual may enter more than one car in any division except Top Eliminator Fuel, in which one car may be entered in each class.

2. All entries must be 1/24th or 1/25th scale, must have bodies, an engine or hood; a driver, and steering wheel. Drivers must have arms and helmets. Each car must display class letters and numbers not less than 3/8-inch high.

3. All motors except those in Unlimited class must be currently available through hobby shops at a retail cost of less than \$10.00. All cars must be powered with electric motors and power must be transmitted to the wheels.

4. All cars must have four wheels only and they must support the chassis and roll. All rear tires must be glued to wheels with epoxy or contact cement. **Tires must be run dry.**

5. Only one guide blade may be used and it cannot exceed one inch in length. No single pins allowed. Pickup blade may not extend past body or chassis. No rear guide pins or tail skids allowed.

6. No car may exceed 3 1/4-inch at the widest point. All cars except those in Top Eliminator and Unlimited divisions must maintain the original wheel base of the car, and position of body on chassis. Maximum length in Top Eliminator division will be 9 1/2-inches, with relocation of the body anywhere on the chassis. Maximum length in Unlimited class will be 10 inches.

7. All plastic parts must be securely glued, and any exposed weight, or ballast, must be metal and must be shaped to represent a Moon fuel tank of not more than 1/2-inch diameter by one-inch length, permanently attached to the chassis. All bodies must be plastic, metal or wood.

8. Any type of bearing may be used on wheels, axles and motor shafts, except that in **Little Eliminator** division ball bearings may not be used in motors.

9. Any car may be entered in a class higher than that for which it was build, provided it meets the specifications for the higher class. Example: Sports car may run in Modified Sports; Gasser may run in Altered or Competition Coupe classes; T.E. Gas car may run in T.E. Fuel division. Twin engine gas cars will run in Gas Dragster class. Twin engine fuel cars will run in Fuel Dragster class.

10. Four or more cars will constitute a class. In the event there are not four cars in any class, the cars will run in the next higher class in their division.

CLASSES ON NEXT PAGE



Rules

for the guys that wanted to run dragsters without all the problems of running the fuel class cars. The motors stayed at 12 volts but it was allowed to modify the field laminations. Generally, when one of these cars is properly set up they can be run quite often without too much maintenance.

And now we come to the most popular drag class, Fuel Top Eliminator. This is the most challenging of all classes but yet always contains the most entries. 6 volt or 1/2 ohm armatures are allowed. Rewinding is allowed, but not below 1/2 ohm. Endplates can be completely removed which made the magwinder type car very popular. This division was made for the fellows who like to spend a lot of time modifying motors, building chassis, and tuning. It's an endless job. It's also the most rewarding class because of the better speeds and e.t.'s these cars attain. Every once in a while I hear the comment from an unknowing person that these cars in the top eliminator divisions do not resemble a real dragster. I've been drag racing since before the days of the Santa Ana drags, and I've seen many dragsters that do not even faintly resemble the beautiful machinery like Leong, Black, & Prudhomme's Hawaiian, Garlits' Wynnsjammer or the Ramchargers rail. There have been thousands of dragsters built and generally each one is different from the next. The only rules pertaining to dragsters in the NHRA or AHRA rules books are safety rules. The individual design of the chassis and body is left up to the builder of the car. We used the same basic rules for our top eliminator cars, which allows the builder more area to express his creative talent. Everyone has their own ideas on how a chassis or body should be built and this gives much more variety and interest to the cars that are running. Variety is one of the reasons this class is so popular.

There is also the Unlimited class for the adventurous souls who like to try to harness the horsepower generated by some of these unlimited class brutes. Whatever your tastes, there is a class designed just for you, and now is the time to start on your drag car. ◀