

CLASS RULES AND SPECIFICATIONS

LITTLE ELIMINATOR DIVISION — 24 VOLTS

Cars in this division must use stock 12 volt motors with armatures no larger than $\frac{3}{4}$ -inch and resistance across the brushes of not less than two ohms. No motor modifications of any kind are permitted, except that motor shafts may be shortened for clearance. Must use stock brushes and brush springs. All open or closed cars in this division must have full tonneau covers or full interiors. All bodies must be injected molded plastic. No exposed weight permitted. Maximum wheel diameter $\frac{3}{4}$ -inch. Front tires must be similar in appearance and dimensions to stock treads in the plastic car kits.

STOCK CAR CLASS — Class record Bob Nord 1.50 e.t.

Production passenger car not older than 1960. Must have front and rear fenders, windshield and rear window, full grille, front and rear bumpers, headlights and tail lights. Cannot be customized in any way. Tires must be production treaded with maximum size $1\frac{3}{16}$ -inch x $\frac{1}{2}$ -inch. All wheels must be inside. Convertibles must run top up, no pickups in stock class.



GAS CAR CLASS — Class record Jim Rhoden 1.46 e.t.

Specifications same as for Stock Car except year model may be 1929 or later, and only one bumper required, rear fender wells may be enlarged to clear tire by not more than $\frac{1}{8}$ -inch and body may be mildly customized. Slicks may be used with maximum diameter $1\frac{3}{16}$ -inch x $\frac{1}{2}$ -inch. Tires and wheels may extend outside rear fenders. No convertibles in this class.



SPORTS CAR CLASS — Class record Bob Braverman 1.51 e.t.

Production sports car, open or closed. Must have full, unaltered fender, head and tail lights, windshield or windscreen. Must have stock bumpers, front and rear. Open cars must have head high roll bar or headrest. Front and rear tires must be inside fenders and must be production treaded with maximum size $1\frac{3}{16}$ -inch x $\frac{1}{2}$ -inch.



MIDDLE ELIMINATOR DIVISION — 30 VOLTS

Cars in this division must use stock 12 volt motors with armatures no larger than $\frac{3}{4}$ -inch and resistance of not less than two ohms. Motor shafts may be shortened, ball bearings installed on motor shafts and armatures may be balanced. Stock brushes must be used but brush springs may be changed. Original end plates must be used, but may be drilled, filed and cut to remove weight. Field pole pieces may not be altered. Maximum front wheel and tire diameter $1\frac{1}{8}$ -inch and bicycle type front wheels and tires may be used. Exposed weight cannot extend more than $\frac{3}{4}$ -inch in front of radiator. Maximum rear wheel diameter $\frac{3}{4}$ -inch. Slicks may be used with maximum size $1\frac{3}{16}$ -inch x $\frac{1}{2}$ -inch. Vacuum formed bodies may be used. Maximum overall car length is $7\frac{1}{2}$ inches.

ROADSTER/PICKUP CLASS — Class record Bob Nord 1.40 e.t.

Production built car, must have stock radiator shell and grille, head high roll bar and windshield. Does not need fenders, bumpers, or lights.



ALTERED COUPE/SEDAN CLASS — Class record, Joe Merrill 1.35 e.t.

In this class any coupe or sedan body may be used and body may be modified by chopping, channeling, or sectioning (two only). The original wheelbase of the car and position of body on chassis must be maintained. No fenders, bumpers or lights required. Must have windshields. Where Fiat bodies are used, the wheelbase cannot be longer than four inches.



MODIFIED SPORTS CAR CLASS — Class record Bob Durbin 1.41 e.t.

Same as Sports Car, except that fender wells may be enlarged, slicks used, and wheels and tires can extend $\frac{1}{8}$ -inch outside of fenders on either side, but must not exceed $3\frac{1}{2}$ inches. No exposed weight permitted.

