

2015 CLASS III Rules Changes:

SAFETY:

Safety inspection (Loose fasteners/parts, sharp tail skid, cracks or binding) of each car at every race is mandatory.

Every new manufactured car presented for competition will be required to submit a certificate/letter of compliance from the foundry verifying pan casting material, and subsequent heat treated (if appropriate for casting material used) state of pan casting. Older cars that have provenance and/or a known history of running in the custom class will not require verification of pan material compliance.

All older cars (no pan casting verification) will be required to follow a one time, two (2) run safety qualifying procedure and re-inspected for safety after each run:

1st run limited to 120 MPH. Car re-inspected

2nd run limited to 150 MPH. Car re-inspected

Cars must successfully pass both qualifying runs without any safety inspection failures to become eligible for competition.

Billet pans (tub type) allowed with verification of material and heat treated state.

No slab (flat plate pan) type cars allowed.

All fasteners for high stress areas should be grade 8 or higher. No stainless fasteners allowed in high stress areas, which include: panhandle, engine mount, gearbox mount and front axle mount.

Panhandle suggested materials are 316 stainless streamlined flying wire or 4130 alloy steel. No lightening holes or milled slots allowed. Panhandles require two (2) 10-32 grade 8 or higher mounting screws.

Rear axles must be free of rotating score marks, axle/hub and gears should run true to visual inspection. Suggested rear axle materials are H-13, S-7 Air hardening or Oil hardening Tool steels.

Front axles and components must be properly designed and manufactured. Suggested axle materials are: 316 flying wire. 316 stainless steel, O-1, 4130 steel, tempered spring steel and titanium.

Tail skid material should be 316 stainless or carbon steel streamlined flying wire or music wire. All tail skids to be rigidly mounted with quality graded fasteners.

CLASS III-A: OPEN

Any custom type car, examples as follows: (But not limited to) 1234 Car, Rouse, Fox, Fryco, Ed, Ed Hap, Kuebler, Davis, Flynt, and Tucci Terror.

World Class conversions will not be allowed.

Any engine combination allowed. Engine shall not exceed .61 ci.

No tuned pipes. Constant volume "mini pipe" allowed. Transitional area approximately 1 inch from end of engine exhaust boss allowed.

Wheels must be outside the main pan. No wheel fairings or deflectors allowed.

Entire diameter of front and rear tires shall be visible from the top and side of the car.

Pan-handle allowed. Maximum width 1". No sharp corners (radius) in stepped transition area where pan handle meets the pan.

Front suspension allowed.

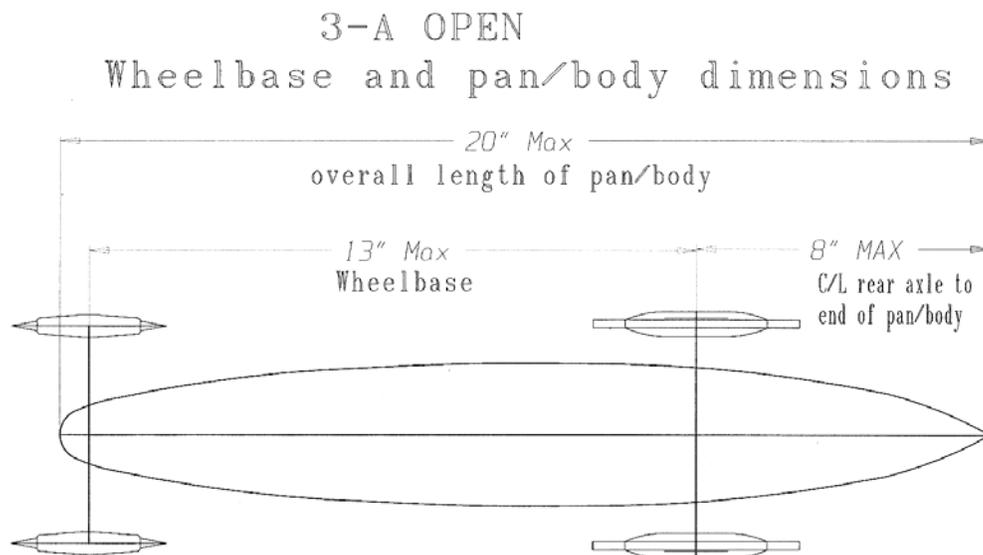
Rigid rear axle (No rear suspension) with conventional type gearbox. Rear axle bearings must be outside (straddle) the ring gear and hub. No radical axle bearing offset. Gearbox such as 1234 with mild offset allowed.

Wheelbase 13 inches maximum. No minimum tread width.

Overall pan/body length, 20 inches maximum.

Length from centerline of rear axle to back of pan/body 8 inches maximum.

Weight limit 6.9 Lbs. (3130 gms.)



CLASS III- C: SUSPENDED

Any custom type car, examples as follows: (But not limited to) Fryco MK VII, Eagle.

World Class conversions will not be allowed.

Any engine combination allowed. Engine shall not exceed .61 ci. No tuned pipes. Constant volume "mini pipe" allowed. Transitional area approximately 1 inch from end of engine exhaust boss allowed.

Wheels must be outside the main pan. No wheel fairings or deflectors allowed. Entire diameter of front and rear tires shall be visible from the top and side of the car.

Pan-handle allowed. Maximum width 1". No sharp corners (radius) in stepped transition area where the pan handle meets the pan.

Front and rear suspension allowed.

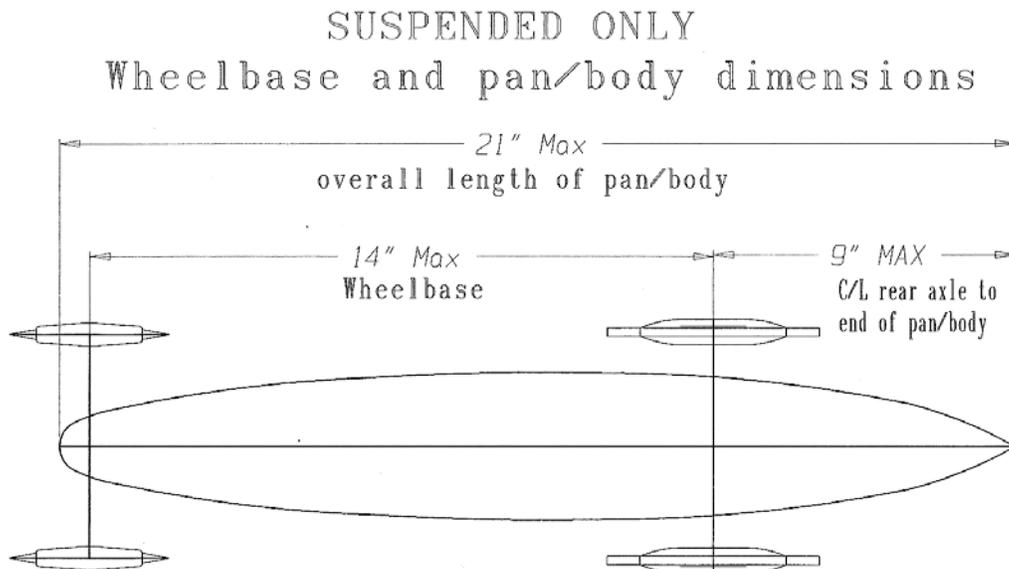
Suspended conventional type gearbox. Rear axle bearings must be outside (straddle) the ring gear and hub. No bearing offset.

Wheelbase 14 inches maximum. No minimum tread width.

Overall pan/body length, 21 inches maximum.

Length from centerline of rear axle to back of pan/body 9 inches maximum.

Weight limit 6.9 Lbs. (3130 gms.)



CLASS 3-B: SIDE EXHAUST

Any custom type car, examples as follows: (But not limited to)

1234 Car, Rouse, Fox, Fryco, Ed, Ed Hap, Kuebler, Davis, Flynt, and Tucci Terror. World Class conversions will not be allowed.

Engine limited to Dooling 61, Yellow Jacket, Super Tigre, Rossi Speed, McCoy, Webra or custom. (Side exhaust only) or reproductions manufactured abroad. Engines may have any modification. Engine shall not exceed .61 ci.

Piston must have a baffle tall enough so that when set at bottom dead center no part of the intake port is visible through the exhaust opening. Allowances will be

made for erosion to the top of the baffle, So long as the variation in height is due to erosion caused by racing (melted edge). Simulated or intentional modification to stock baffle height is not allowed. The baffle must direct gasses towards the head of the engine.

No Schneurle porting. No modern internal conversions, (ABC sleeve/piston). Magnetos allowed. 12" Maximum wheelbase. No minimum tread width. Wheels must be outside the main pan. No wheel fairings or deflectors allowed. Entire diameter of front and rear tires shall be visible from the top and side of the car. Pan-handle allowed.

Weight limit 6.9 Lbs.

CLASS 5-C: UNLIMITED UNPIPED (Formerly Custom unlimited)

Any car (World Class conversions allowed), any engine combination allowed. Engine shall not exceed .61 ci. No tuned pipes. Constant volume "mini pipe" allowed. Transitional area approximately 1 inch from end of engine exhaust boss allowed. New cars must provide some form of verification as to the quality of the pan casting. No minimum tread width. 18" Maximum wheelbase. Wheels must be outside the main pan. No wheel fairings or deflectors allowed. Entire diameter of front and rear tires shall be visible from the top and side of the car. Pan-handle allowed. Weight limit 6.9 Lbs.