

2006 IDRC Class Regulations

Disclaimer of Liability

The Import Drag Racing Circuit, Inc. (IDRC) assumes no liability expressed or implied for the safety of any vendor, racer, spectator or other participant at any IDRC sanctioned or sponsored event. By entering any IDRC event, the participant, spectator, or vendor voluntarily assumes risk of bodily injury or death and also waives any claims for such losses against the IDRC, the track and the sponsors. The sole purpose of this IDRC Class Guide is to place vehicles in the appropriate competition class. This guide is by no means meant to supplement or replace an NHRA or IHRA rulebook. The NHRA or IHRA rulebook shall be the sole source for all safety matters pertaining to drag racing at the event.

IDRC Membership

All racers who wish to participate must register as an IDRC member 14 days prior to an event. All racers must present proof of member during payouts. Failure to do so will result in forfeit the \$45 membership offset check. All racers who participate in the IDRC Heads-up Classes must be an IDRC member. Membership maybe purchased online at www.importdrag.com for \$45.

Contingency Verification

All racers must have all contingency verified and register by an IDRC official during technical inspection. All contingency not verified before racing beginnings will be null and voided.

Rainout Policy

Rescheduled events will continue from the point at which the original event was called. In some instances where no elimination rounds were completed for a class, an additional qualifying session may be added at the discretion of the IDRC.

Events that are called or cancelled without a rescheduled date will be treated as follows:

1. If all rounds of qualifying have not been completed for the class, no points or payouts will be awarded for that class.
2. If the complete fields are qualified and no rounds of elimination have taken place, the racers following event will count for the elimination points that could have been earned at the cancelled event. Essentially, double points at the following race. For example, a racer makes a Street-VIII qualifying field, but the race is called due to weather. This racer finishes as runner-up at his next IDRC event. This racer would receive 60 elimination points for both the cancelled and following event. If this racer failed to qualify at his following event, zero elimination points would be applied for both the cancelled and following event.
3. If the complete fields are qualified and the elimination rounds were started but not completed, eliminated racers would be paid accordingly and awarded points based on

their finish. Racers still in competition will receive payouts based on their current round (i.e. all four cars that won in quarterfinal round would receive the semifinalist \$250 payout) with points being the greater of a losing result in the following round or the elimination points earned at the following race.

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E.T. Bracket Classes (SUPER COMP, SUPER MOD)

Are you ready to run what you brung? It doesn't matter how fast your car is or isn't. There's a bracket class for you to win within the IDRC's bracket classes. Open to all import and "high-tech" domestics from stock to dragsters. The bracket classes feature the best foot brake (no delay box) racing action. Vehicles can be mild to wild, full race or full street. Bring mom's car, it's time to have fun.

Class Specifications

Eligibility

All vehicles must pay racer entry fee. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. Driver that qualifies vehicle must also be the driver in elimination rounds. All vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations.

Engine

Only one internal-combustion gasoline engine permitted in vehicle.

Power Adders

No restrictions

Fuel

All vehicles must run on gasoline, methanol, and ethanol. Gasoline may not have nitro methane, propylene oxide or nitro propane added. All fuels are subject to testing by IDRC officials.

Transmissions

Any transmission allowed.

Chassis-All Basic

All bracket class vehicles must be an import. Domestic vehicle must be an electronic-fuel-injected domestic manufactured after 1985.

Suspension & Chassis

Any modifications allowed.

Tires

Slicks or radials permitted.

Electronics

No delay boxes permitted.

Class Breakdowns (Standard)

S/C	Super Comp	7.50-to-12.99 dial
S/M	Super Mod	13.00-and-up dial

Class Breakdowns (High-Altitude)*

S/C	Super Comp	7.50-to-14.99 dial
S/M	Super Mod	15.00-and-up dial

*Will be instituted at LACR-Palmdale events

Minimum of 8 cars required per class. Otherwise class dial-in will be expanded to include quicker class.

<<CLASS BREAK>>>

True Street Turbo RWD/AWD Class

Looking for “real” street performance? Check out the IDRC True Street Class. With all cars running on D.O.T. radial tires, through the mufflers and in “street legal” trim, the IDRC gives the local “Kings of the Street” a chance to become national heroes.

All vehicles in this class maintain the factory chassis construction. A minimum class qualifying time of 13.99 must be met to make the qualifying field.

For fair and entertaining competition, the True Street class (along with all IDRC heads-up classes) runs a .400 Pro-Tree. Cars pair up according to a “Sportsman ladder” for eliminations. The competitor with the quickest elapsed time from the previous round will have lane choice for the following round. All events are run in single-elimination fashion. Red-light false starts will result in automatic disqualification as does crossing the centerline.

Fields will be made up of the eight quickest competitors from the qualifying rounds. No make-up runs will be permitted for racers that miss their qualifying round. If a qualifier elects not to compete or is unable to make the last call to the staging lanes, the next available alternate will be selected until a full field of eight is present, whenever time permits.

Class Specifications

Eligibility

All vehicles must pay racer entry fee. **All True Street Class drivers must be IDRC members.** Those electing to race without membership will have a full-price \$45

membership fee deducted from their winnings per event. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. The driver that qualifies vehicle must also be the driver in elimination rounds. All True Street class vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations. The safety inspection is separate from the IDRC classification. The classification will precede or follow the tech inspection. Vehicles will only be eligible after passing safety inspection and being classified as eligible True Street class vehicles. It is the driver's responsibility to make sure vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round.

Registration

All True Street class cars must be currently DOT registered, have valid insurance or possess an IDRC "True Street Class Certified" decal. Decals will only be issued to vehicles passing and official IDRC inspection and certification (cost \$100). This policy was adopted since many states have differing smog inspections and device requirements. The IDRC "True Street Class Certified" inspection will check the operation of headlights, signals, driver and front passenger windows. If the vehicle is operational in these categories and is legal for classification with other class requirements, a decal will be issued after inspection. This decal is valid for a period of two years from the date of issue.

Engine

Only one internal-combustion gasoline engine permitted in vehicle. All water-cooled engine blocks must be production based with a production run exceeding 500 units. Cast aftermarket cylinder heads are permitted for all vehicles. If a water-cooled engine's cooling system is utilized, these engines are required to run only water. No anti-freeze is permitted. Engine manufacturer must match vehicle chassis manufacturer. Brother-company substitutions are allowed, such as Lexus/Toyota, Nissan/Infiniti, Honda/Acura. Domestic manufactured engines (Ford, GM, Chrysler) are limited to four-cylinders and OHC six cylinders. Engine must be located and configured in OEM location. Setting engine forward or back is allowable when and only when modified engine mounts attach to factory mounts on the frame or cross-member assembly. Changing engine from transverse configuration (East-to-West) to conventional (North-to-South) is not allowed. Engine type (# of cylinders) and the number of power adders will establish minimum weight breaks along with drive configuration (FWD, RWD, AWD).

Engine Maximum Displacements

Engines are not to exceed the following displacements based on the engine's number of cylinders:

- 4 cylinders less than 2850cc
- 5 cylinders less than 3563cc
- 6 cylinders less than 4275cc
- 8 cylinders less than 5700cc

Racers wishing to challenge the displacement of another competitor's engine will post a \$250 protest fee. The IDRC will conduct a P&G test to determine the displacement

of the engine. If the engine exceeds the maximum displacement allowed, the racer will be barred from competition at that event and all event points will be forfeited. The protest fee will then be returned to the racer filing the protest. If the racer's engine is of a legal displacement, the protest fee will be kept by the IDRC.

Oil Downs & Coolant

Racers must always pull over to the wall immediately when breakage occurs. Failure to do so often results in oil, water or coolant being left on the racing surface. This results in many minutes of down time.

Power Adders

Engines may be equipped with up to two power adders. Power adders include nitrous-oxide-injection systems, turbocharger systems and supercharger systems. Redundant power adders such as twin-turbochargers or multi-stage nitrous-oxide systems count as a single power adder. Thus, a twin-turbo engine using a three-stage nitrous system would still count as only two power adders.

Intercooler must be air to air only. Intercoolers, cool cans for fuel systems and compressed nitrogen gas systems used to cool the intercooler are not counted as power adders. Any compressed gas used on the vehicle is subject to inspection. If the compressed gas is found to be an oxidizer (like nitrous oxide), it will be counted as a power adder and appropriate weight requirements will apply.

Exhaust

All True Street class vehicles must run an exhaust system that exits behind the rear wheels.

Fuel

Fuel cells prohibited. All vehicles must run on gasoline. Pump and racing gasoline are acceptable. Gasoline may not have nitro-methane, propylene oxide or nitro-propane added. All fuels are subject to testing by IDRC officials. For 2002, the IDRC may institute "spec" fuels (one leaded and one unleaded for the Street Class). A decision or ruling on this can be found at www.importdrag.com or by calling the IDRC office. If a spec fuel is established it will be required for competition as long as the fuel is available at the track. The spec fuel's manufacturer or the IDRC staff will perform fuel checks on the competitors.

Interior

Mandatory for vehicles to have dash board, 2 front seats and door panels.

Transmissions-RWD/AWD

Transmission must match manufacture of engine. Standard transmission must retain factory H-pattern. All non-OEM transmissions are prohibited.

Chassis-All Basic

All True Street Class vehicles must use an import chassis with functional doors, barring the following exceptions: Exceptions will be made for domestic-labeled, joint-manufactured vehicles that have a USA-available, import counterpart. Examples include

but are not limited to: Chrysler Conquest, Dodge Colt, Dodge Stealth, Eagle Talon, Ford Probe; Mercury Capri XR2, and Plymouth Laser. Additionally, any front-wheel-drive vehicle from any manufacturer (including Domestic---Chevy, Chrysler, Ford) is legal for competition.

All Street class vehicles must retain factory chassis. Vehicles originally built with a front-wheel drive configuration must maintain front-wheel-drive configuration. Chop tops are permitted.

Glass

All Street Class vehicles must maintain the factory glass.

Suspension & Chassis-RWD/AWD

REAR

Retention of the OEM rear-end assembly is mandatory. Back-half conversions and tube chassis configurations are not permitted. Full wheel tubs are not permitted. Solid-axle rear conversions are permitted. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Rear suspension must maintain a minimum of one inch of travel. All rear suspensions must use at least one hydraulic shock per wheel.

FRONT

The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to the uni-body frame) must be retained. Roll bar may attach and strengthen the shock-tower member. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

Professionalism

All vehicles in True Street Class competition are required to have paint and an outward appearance that is at least of OEM quality. No bodywork, primer or unpainted body kits will be permitted. Failure to adhere to this ruling will result in a warning at the first event. This vehicle will be barred from future competitions until the appearance of the vehicle meets the requirements.

All vehicles are required to have die-cut issued competition numbers in the correct location as indicated by the individual event's racer information packet. The use of shoe polish or liquid chalk is restricted to the IDRC officials for classification.

All crew members are required to be in uniform is accompanying the competition vehicle to the burnout and staging areas. Uniforms can be as simple as matched T-shirts and jeans. Consistency and cleanliness is the objective.

Tires

All True Street class vehicles must use D.O.T. radial tires. Skinnies are prohibited. Metric-specified tires may not exceed a section designation of 315. All other

tires must measure less than 10.5-inches in tread width, not in section width. Maximum tire height is 28 inches. No slicks allowed.

Wheelie Bars

No wheelie bars allowed.

Performance

A minimum class qualifying time of **13.99** must be met to make the qualifying field.

<<<CLASS BREAK>>>

Pro-Am All Motor FWD/RWD

For fair and entertaining competition, the Pro-Am class (along with all IDRC heads-up classes) runs a .400 Pro-Tree. Cars pair up according to a "Sportsman ladder" for eliminations. The competitor with the quickest elapsed time from the previous round will have lane choice for the following round. All events are run in single-elimination fashion. Red-light false starts will result in automatic disqualification as does crossing the centerline.

Fields will be made up of the eight quickest competitors from the qualifying rounds. No make-up runs will be permitted for racers that miss their qualifying round. If a qualifier elects not to compete or is unable to make the last call to the staging lanes, the next available alternate will be selected until a full field of eight is present, whenever time permits.

Eligibility

All vehicles must pay racer entry fee. **All Pro-Am Class drivers must be IDRC members.** Those electing to race without membership will have a full-price \$45 membership fee deducted from their winnings. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. The driver that qualifies vehicle must also be the driver in elimination rounds. All Pro-Am class vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations. The safety inspection is separate from the IDRC classification. The classification will precede or follow the tech inspection. Vehicles will only be eligible after passing safety inspection and being classified as eligible Pro-Am class vehicles. It is the driver's responsibility to make sure vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round. There is only one exception---vehicles do not need to be weighed if they have won their elimination round by way of a "red-light" false start or over-the-centerline violation from their competitor. Vehicles not making minimum weight will be disqualified during elimination rounds or will have their run made void during qualifying.

All “fully-operational” vehicles must reach the scales under their own power. No support vehicle may assist the racecar to the scales without the approval of the IDRC techs at scales. The IDRC tech at the scales will have the final decision as to the method to be used to ensure that no weight is added to the vehicle between the top end of the racetrack and the scales.

Engine

Only one internal-combustion gasoline engine permitted in vehicle. All water cooled engine blocks must be production based with a production run exceeding 500 units. Cast aftermarket cylinder heads and blocks are permitted for all vehicles. If a water-cooled engine’s cooling system is utilized, these engines are required to run only water. No anti-freeze is permitted. Engine manufacturer must match vehicle chassis manufacturer. Brother-company substitutions are allowed, such as Lexus/Toyota, Nissan/Infiniti, Honda/Acura. Domestic manufactured engines (Ford, GM, Chrysler) are limited to four-cylinders and OHC six cylinders. Engine must be located and configured in OEM location. Setting engine forward or back is allowable when and only when modified engine mounts attach to factory mounts on the frame or cross-member assembly. Changing engine from transverse configuration (East-to-West) to conventional (North-to-South) is not allowed. Engine type (# of cylinders) and the number of power adders will establish minimum weight breaks along with drive configuration (FWD, RWD, AWD).

Engine Maximum Displacements

Engines are not to exceed the following displacements based on the engine’s number of cylinders:

- 4 cylinders less than 2850cc
- 5 cylinders less than 3563cc
- 6 cylinders less than 4275cc
- 8 cylinders less than 5700cc

Racers wishing to challenge the displacement of another competitor’s engine will post a \$250 protest fee. The IDRC will conduct a P&G test to determine the displacement of the engine. If the engine exceeds the maximum displacement allowed, the racer will be barred from competition at that event and all event points will be forfeited. The protest fee will then be returned to the racer filing the protest. If the racer’s engine is of a legal displacement, the protest fee will be kept by the IDRC.

Oil Downs & Coolant

Racers must always pull over to the wall immediately when breakage occurs. Failure to do so often results in oil, water or coolant being left on the racing surface. This results in many minutes of down time.

Power Adders

No power adders allowed. No vacuum pumps allowed.

Exhaust

All Pro-Am class vehicles are not required to run an exhaust system.

Fuel

All vehicles must run on gasoline. Pump and racing gasoline are acceptable. Gasoline may not have nitro-methane, propylene oxide or nitro-propane added.

Fuel System

Fuel cells are not allowed.

Transmissions-

All vehicles transmission must match manufacturer of engine. Standard transmission must retain factory H-pattern. All non-OEM transmissions are prohibited.

Chassis-All Basic

All Pro-Am Class vehicles must use an import chassis with functional doors, barring the following exceptions: Exceptions will be made for domestic-labeled, joint manufactured vehicles that have a USA-available, import counterpart. Examples include but are not limited to: Chrysler Conquest, Dodge Colt, Dodge Stealth, Eagle Talon, Ford Probe; Mercury Capri XR2, and Plymouth Laser. Additionally, any front-wheel-drive vehicle from any manufacturer (including Domestic---Chevy, Chrysler, Ford) is legal for competition.

All Pro-Am class vehicles must retain factory chassis. Complete OEM floor pan and firewall is mandatory. Vehicles originally built with a front-wheel drive configuration must maintain front-wheel-drive configuration. No rear-wheel-drive conversions are permitted. Chop tops are permitted. One-piece front ends are prohibited.

Interior

Mandatory for all Pro-Am Class vehicles to have dash board, door panels, and 2 front seats.

Glass

All Pro-Am Class vehicles must maintain all factory glass.

Suspension & Chassis FWD

FRONT

Tube chassis configurations are not permitted. The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to the uni-body frame) must be retained. Roll bar may attach and strengthen the shock tower member. Sheet metal fore and aft of the shock tower may be modified to allow the use of the maximum size tire permitted in this class. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

REAR

The entire frame structure must remain in rear. Factory independent rear

suspensions must maintain independent configuration. Upper mounting point for strut assemblies must be in factory location. Further, the entire reinforced portion of the shock tower member must be retained. This would include the entire portion that is welded to the uni-body frame. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered. Lower factory mounting at frame may be changed. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Solid rear axle conversions are prohibited.

Suspension & Chassis-RWD/AWD

REAR

Retention of the OEM rear-end assembly is mandatory. Back-half conversions and tube chassis configurations are not permitted. Solid-axle rear conversions are permitted. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Rear suspension must maintain a minimum of one inch of travel. All rear suspensions must use at least one hydraulic shock per wheel.

FRONT

The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to the uni-body frame) must be retained. Roll bar may attach and strengthen the shock-tower member. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

Professionalism

All vehicles are required to have die-cut issued competition numbers in the correct location as indicated by the individual event's racer information packet. The use of shoe polish or liquid chalk is restricted to the IDRC officials for classification. All crew members are required to be in uniform is accompanying the competition vehicle to the burnout and staging areas. Uniforms can be as simple as matched T-shirts and jeans. Consistency and cleanliness is the objective.

Tires

All Pro-Am Class vehicles may use D.O.T. tires or slicks. All other tires must measure less than 9.5-inches in tread width, not in section width. Maximum tire height is 26 inches.

Wheelie Bars

No wheelie bars allowed.

<<CLASS BREAK>>>

Pro-Am Turbo FWD

For fair and entertaining competition, the Pro-Am class (along with all IDRC heads-up classes) runs a .400 Pro-Tree. Cars pair up according to a “Sportsman ladder” for eliminations. The competitor with the quickest elapsed time from the previous round will have lane choice for the following round. All events are run in single-elimination fashion. Red-light false starts will result in automatic disqualification as does crossing the centerline.

Fields will be made up of the eight quickest competitors from the qualifying rounds. No make-up runs will be permitted for racers that miss their qualifying round. If a qualifier elects not to compete or is unable to make the last call to the staging lanes, the next available alternate will be selected until a full field of eight is present, whenever time permits.

Eligibility

All vehicles must pay racer entry fee. **All Pro-Am Class drivers must be IDRC members.** Those electing to race without membership will have a full-price \$45 membership fee deducted from their winnings. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. The driver that qualifies vehicle must also be the driver in elimination rounds. All Pro-Am class vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations. The safety inspection is separate from the IDRC classification. The classification will precede or follow the tech inspection. Vehicles will only be eligible after passing safety inspection and being classified as eligible Pro-Am class vehicles. It is the driver’s responsibility to make sure vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round. There is only one exception---vehicles do not need to be weighed if they have won their elimination round by way of a “red-light” false start or over-the-centerline violation from their competitor. Vehicles not making minimum weight will be disqualified during elimination rounds or will have their run made void during qualifying.

All “fully-operational” vehicles must reach the scales under their own power. No support vehicle may assist the racecar to the scales without the approval of the IDRC techs at scales. The IDRC tech at the scales will have the final decision as to the method to be used to ensure that no weight is added to the vehicle between the top end of the racetrack and the scales.

Engine

Only one internal-combustion gasoline engine permitted in vehicle. All water cooled engine blocks must be production based with a production run exceeding 500 units. Cast aftermarket cylinder heads and blocks are permitted for all vehicles. If a water-cooled engine’s cooling system is utilized, these engines are required to run only

water. No anti-freeze is permitted. Engine manufacturer must match vehicle chassis manufacturer. Brother-company substitutions are allowed, such as Lexus/Toyota, Nissan/Infiniti, Honda/Acura. Domestic manufactured engines (Ford, GM, Chrysler) are limited to four-cylinders and OHC six cylinders. Engine must be located and configured in OEM location. Setting engine forward or back is allowable when and only when modified engine mounts attach to factory mounts on the frame or cross-member assembly. Changing engine from transverse configuration (East-to-West) to conventional (North-to-South) is not allowed. Engine type (# of cylinders) and the number of power adders will establish minimum weight breaks along with drive configuration (FWD, RWD, AWD).

Engine Maximum Displacements

Engines are not to exceed the following displacements based on the engine's number of cylinders:

4 cylinders less than 2850cc

5 cylinders less than 3563cc

6 cylinders less than 4275cc

8 cylinders less than 5700cc

Racers wishing to challenge the displacement of another competitor's engine will post a \$250 protest fee. The IDRC will conduct a P&G test to determine the displacement of the engine. If the engine exceeds the maximum displacement allowed, the racer will be barred from competition at that event and all event points will be forfeited. The protest fee will then be returned to the racer filing the protest. If the racer's engine is of a legal displacement, the protest fee will be kept by the IDRC.

Oil Downs & Coolant

Racers must always pull over to the wall immediately when breakage occurs. Failure to do so often results in oil, water or coolant being left on the racing surface. This results in many minutes of down time.

Power Adders

Engines may be equipped with up to two power adders. Power adders include nitrous-oxide-injection systems, turbocharger systems and supercharger systems. Redundant power adders such as twin-turbochargers or multi-stage nitrous-oxide systems count as a single power adder. Thus, a twin-turbo engine using a three-stage nitrous system would still count as only two power adders.

Intercooler must be air to air only. Intercoolers, cool cans for fuel systems and compressed nitrogen gas systems used to cool the intercooler are not counted as power adders. Any compressed gas used on the vehicle is subject to inspection. If the compressed gas is found to be an oxidizer (like nitrous oxide), it will be counted as a power adder and appropriate weight requirements will apply.

Exhaust

All Pro-Am class vehicles are not required to run an exhaust system.

Fuel

All vehicles must run on gasoline. Pump and racing gasoline are acceptable. Gasoline may not have nitro-methane, propylene oxide or nitro-propane added.

Fuel System

Fuel cells are not allowed.

Transmissions-FWD

All vehicles transmission must match manufacturer of engine. Standard transmission must retain factory H-pattern. All non-OEM transmissions are prohibited.

Chassis-All Basic

All Pro-Am Class vehicles must use an import chassis with functional doors, barring the following exceptions: Exceptions will be made for domestic-labeled, joint manufactured vehicles that have a USA-available, import counterpart. Examples include but are not limited to: Chrysler Conquest, Dodge Colt, Dodge Stealth, Eagle Talon, Ford Probe; Mercury Capri XR2, and Plymouth Laser. Additionally, any front-wheel-drive vehicle from any manufacturer (including Domestic---Chevy, Chrysler, Ford) is legal for competition.

All Pro-Am class vehicles must retain factory chassis. Complete OEM floor pan and firewall is mandatory. Vehicles originally built with a front-wheel drive configuration must maintain front-wheel-drive configuration. No rear-wheel-drive conversions are permitted. Chop tops are permitted. One-piece front ends are prohibited.

Interior

Mandatory for all Pro-Am Class vehicles to have dash board, door panels, and 2 front seats.

Glass

All Pro-Am Class vehicles must maintain all factory glass.

Suspension & Chassis-FWD

FRONT

Tube chassis configurations are not permitted. The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to the uni-body frame) must be retained. Roll bar may attach and strengthen the shock tower member. Sheet metal fore and aft of the shock tower may be modified to allow the use of the maximum size tire permitted in this class. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

REAR

The entire frame structure must remain in rear. Factory independent rear

suspensions must maintain independent configuration. Upper mounting point for strut assemblies must be in factory location. Further, the entire reinforced portion of the shock tower member must be retained. This would include the entire portion that is welded to the uni-body frame. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered. Lower factory mounting at frame may be changed. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Solid rear axle conversions are prohibited.

Professionalism

All vehicles are required to have die-cut issued competition numbers in the correct location as indicated by the individual event's racer information packet. The use of shoe polish or liquid chalk is restricted to the IDRC officials for classification. All crew members are required to be in uniform is accompanying the competition vehicle to the burnout and staging areas. Uniforms can be as simple as matched T-shirts and jeans. Consistency and cleanliness is the objective.

Tires

All Pro-Am Class vehicles may use D.O.T. tires or slicks. All other tires must measure less than 9.5-inches in tread width, not in section width. Maximum tire height is 26 inches.

Wheelie Bars

No wheelie bars allowed.

<<CLASS BREAK>>>

All-Motor Class

No nitrous, no turbos, no problem. The 9s have been reached in the IDRC All-Motor Class. The world's leading engine-builders wage war in this ultra-competitive, ultra-exciting class.

Similar to the Quick and Street classes, all vehicles in this class are encouraged to maintain the factory chassis construction. Variations from the factory chassis restrictions will result in additional weight assessments as outlined herein. The race is on to see who from the All-Motor Class will dip into the 9s.

For fair and entertaining competition, the All-Motor class (along with all IDRC heads-up classes) runs a .400 Pro-Tree along with a Pro ladder during the elimination rounds. The competitor with the quickest elapsed time from the previous round will have lane choice for the following round. All events are run in single-elimination fashion. Red-light false starts result in automatic disqualification as does crossing the centerline. **A minimum class qualifying time of 13.99 must be met to make the qualifying field.**

Fields will be made up of the 8 quickest competitors from the qualifying rounds. No make-up runs will be permitted for racers that miss their qualifying round. If a qualifier elects not to compete or is unable to make the last call to the staging lanes, the next available alternate will be selected until a full field of eight is present whenever time permits.

Class Specifications

Eligibility

All vehicles must pay racer entry fee. **All All-Motor Class drivers must be IDRC members.** Those electing to race without membership will have a full-price \$45 membership fee deducted from their winnings. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. The driver that qualifies vehicle must also be the driver in elimination rounds. All All-Motor class vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations. The safety inspection is separate from the IDRC classification. The classification will precede or follow the tech inspection. Vehicles will only be eligible after passing safety inspection and being classified as eligible All-Motor class vehicles. It is the driver's responsibility to make sure vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round. There is only one exception---vehicles do not need to be weighed if they have won their elimination round by way of a "red-light" false start or over-the-centerline violation from their competitor. Vehicles not making minimum weight will be disqualified during elimination rounds or will have their run made void during qualifying.

All "fully-operational" vehicles must reach the scales under their own power. No support vehicle may assist the racecar to the scales without the approval of the IDRC techs at scales. The IDRC tech at the scales will have the final decision as to the method to be used to ensure that no weight is added to the vehicle between the top end of the racetrack and the scales.

Engine

Only one internal-combustion gasoline engine permitted in vehicle. All water-cooled engine blocks must be production based with a production run exceeding 500 units. VW air-cooled engines must use original or aftermarket Type-I cases. No Type-II cases allowed whether original or aftermarket. Air-cooled, aftermarket VW cases with a non-stock bolt pattern will incur a weight penalty as specified below. Cast aftermarket cylinder heads are permitted for all vehicles. If a water-cooled engine's cooling system is utilized, these engines are required to run only water. No anti-freeze is permitted. Engine manufacturer must match vehicle chassis manufacturer. Brother-company substitutions are allowed, such as Lexus/Toyota, Nissan/Infiniti, Honda/Acura. Domestic manufactured engines (Ford, GM, Chrysler) are limited to four-cylinders and OHC six cylinders. Engine must be located and configured in OEM location, except as noted below. Setting engine forward or back is allowable when and only when modified engine mounts attach to factory mounts on the frame or cross-member assembly.

Changing engine from transverse configuration (East-to-West) to conventional (North-to-South) will result in an additional 50-pound weight penalty. Engine type (# of cylinders) and the number of power adders will establish minimum weight breaks along with drive configuration (FWD, RWD, AWD).

Engine Maximum Displacements

Water-cooled engines are not to exceed the following displacements based on the engine's number of cylinders:

- 4 cylinders less than 2850cc
- 5 cylinders less than 3563cc
- 6 cylinders less than 4275cc
- 8 cylinders less than 5700cc

Air-cooled engines are restricted to four cylinders. Displacement for stock case engines is not to exceed 2500cc. Aftermarket case engines are not to exceed 2650cc.

Racers wishing to challenge the displacement of another competitor's engine will post a \$250 protest fee. The IDRC will conduct a P&G test to determine the displacement of the engine. If the engine exceeds the maximum displacement allowed, the racer will be barred from competition at that event and all event points will be forfeited. The protest fee will then be returned to the racer filing the protest. If the racer's engine is of a legal displacement, the protest fee will be kept by the IDRC.

Oil Downs & Coolant

Racers must always pull over to the wall immediately when breakage occurs. Failure to do so often results in oil, water or coolant being left on the racing surface. This results in many minutes of down time.

Power Adders

No power adders are allowed. Power adders include nitrous oxide injection systems, turbocharger systems and supercharger systems. Cool cans for fuel systems are not counted as power adders. Any compressed gas used on the vehicle is subject to inspection. If found to be an oxidizer (like nitrous oxide), then vehicle will be disqualified from competition at the event and barred from competition at the following event.

Fuel

All vehicles must run on gasoline. Pump and racing gasoline are acceptable. Gasoline may not have nitro-methane, propylene oxide or nitro-propane added. All fuels are subject to testing by IDRC officials. For 2005, the IDRC may institute a "spec" fuel for the All-Motor class. A decision or ruling on this can be found at www.importdrag.com or by calling the IDRC office. If a spec fuel is established it will be required for competition as long as the fuel is available at the track. The spec fuel's manufacturer or the IDRC staff will perform fuel checks on the competitors.

Transmissions-FWD

Any transmission allowed. Manufacturer of transmission must match manufacturer of engine to not be assessed an additional weight penalty. Standard

transmissions must retain factory H-pattern. Standard transmissions must also allow downshifting. Air shifters are illegal. Vertical-shift-gate and aftermarket-sequential transmissions are subject to 25-pound weight penalty.

Transmissions-RWD/AWD

Standard transmissions must retain factory H-pattern. Standard transmissions must also allow downshifting. Air shifters are also illegal. No aftermarket sequential transmissions will be allowed. Vertical-shift-gate standard transmissions are not legal. Non-OEM transmission replacements are subject to a 100-pound weight penalty. Examples would include a Chevy Power glide in a Toyota Supra or a Ford T-5 transmission in a RX-7.

Chassis-All Basic

All All-Motor class vehicles must utilize an import chassis with functional doors, barring the following exceptions. Exceptions will be made for domestic-labeled, joint-manufactured vehicles that have a USA-available, import counterpart. Examples include but are not limited to: Chrysler Conquest, Dodge Colt, Dodge Stealth, Eagle Talon, Ford Probe; Mercury Capri XR2, and Plymouth Laser. Additionally, any front-wheel-drive, four-cylinder-powered vehicle from any manufacturer (including Domestic---Chevy, Chrysler, Ford) is legal for competition.

All All-Motor class vehicles must retain factory chassis. Vehicles originally built with a front-wheel drive configuration must maintain front-wheel-drive configuration. No rear-wheel-drive conversions are permitted. Chop tops are permitted.

Suspension & Chassis-FWD

FRONT

Tube chassis configurations will incur a weight penalty. The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to the uni-body frame) must be retained. Roll bar may attach and strengthen the shock-tower member. Sheet metal fore and aft of the shock tower may be modified to allow the use of the maximum size tire permitted in this class. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Failure to adhere to the above chassis restrictions will result in a 50-pound weight penalty.

REAR

The entire frame structure must remain in rear. Factory independent rear suspensions must maintain independent configuration. Upper mounting point for strut assemblies must be in factory location. Further, the entire reinforced portion of the shock tower member must be retained. This would include the entire portion that is welded to the uni-body frame. Top of strut assembly must mount to top of strut/shock tower, as did

the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered. Lower factory mounting at frame may be changed. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Wheelie bars must be detachable. Failure to adhere to the above chassis restrictions will result in a 75-pound weight penalty.

Suspension & Chassis-RWD/AWD

REAR

Retention of the OEM rear-end assembly is encouraged. If rear-end assembly from a different manufacturer is used, a weight penalty of 50 pounds will be assessed to minimum weight requirements. Back-half conversions and tube chassis configurations are not permitted. Full wheel tubs are not permitted. Mini tubs are permitted to allow the use of the maximum size tire permitted in this class. Solid-axle rear conversions are permitted. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Rear suspension must maintain a minimum of one inch of travel. All rear suspensions must use at least one hydraulic shock per wheel. Wheelie bars must be detachable.

FRONT

The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to the uni-body frame) must be retained. Roll bar may attach and strengthen the shock-tower member. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

Professionalism

All vehicles in All Motor Class competition are required to have paint and an outward appearance that is at least of OEM quality. No bodywork, primer or unpainted body kits will be permitted. Failure to adhere to this ruling will result in a warning at the first event. This vehicle will be barred from future competitions until the appearance of the vehicle meets the requirements.

All vehicles are required to have die-cut issued competition numbers in the correct location as indicated by the individual event's racer information packet. The use of shoe polish or liquid chalk is restricted to the IDRC officials for classification.

All crew members are required to be in uniform is accompanying the competition vehicle to the burnout and staging areas. Uniforms can be as simple as matched T-shirts and jeans. Consistency and cleanliness is the objective.

Tires

All All-Motor class vehicles may use racing slicks or D.O.T. tires permitted that specified tread width is no more than 10.5-inches on slicks. Metric-specified radial tires may not exceed a section designation of 315. Maximum tire height is 28 inches.

Wheelie Bars

No wheelie bars may be preloaded. The IDRC recommends a minimum 1/2-inch clearance when measure on a flat plane. Wheels are subject to inspection by starting line officials following the burnout. All wheels must be able to spin freely when checked. No mechanisms of any type may be employed to alter the height, clearance, or geometry of the wheelie bar during the run. All wheelie bars must be detachable.

Minimum Weight Requirements (Driver and Car)

Honda FWD:

D-Series Engine	1350
ZC-Series Engine	1400
B-Series Engine (UNDER 2070cc)	1450
B-Series Engine (OVER 2070cc)	1550
F-Series Engine	1550
H/K-Series Engine	1625

VW Air-cooled RWD:

Up to 2500cc	1675
2501cc to 2530cc	1700

Mazda Rotary Engine Powered Vehicles:

2R Engine	1625
2R Peripheral Port Engine	1725

All Others:

Cyl	4cyl	5cyl	6cyl
FWD (0 power adders)	1625	1700	1800
RWD (0 power adders)	1825	2000	2100
AWD (0 power adders)	1850	2000	2100

Weight Penalties:

Methanol	+50 pounds
Non-Conforming Front Chassis (FWD only)	+25 pounds
Non-Conforming Rear Chassis (FWD only)	+25 pounds
Full Tube Frame Total Weight Penalty (FWD only)	+25 pounds
Engine Rotation E/W to N/S (FWD only)	+25 pounds
FWD Sequential Transmission	+25 pounds
Non Factory Rear end (RWD only)	+25 pounds
Non-Conforming Rear Chassis (RWD)	+25 pounds
Aftermarket Transmission (RWD only)	+25 pounds
Aftermarket Transaxle (RWD only)	+25 pounds

<<CLASS BREAK>>>

Quick Class

The original “heads-up” import drag racing class continues to be the sports most popular. Pioneered by Turbo & High-Tech magazine, this class has evolved to present leading-edge technologies while still maintaining its original purpose--- to showcase the performance available from today’s production compacts. All vehicles in this class maintain the factory chassis construction. The highly developed Quick Class rules allow many different makes and models to be competitive in the same class. This allows for manufacturer rivalries, as well as the constant front-wheel-drive versus rear-wheel-drive showdowns. Competitive cars currently run in the 9s or 10s at sea-level tracks.

For fair and entertaining competition, the Quick class (along with all IDRC heads-up classes) runs a .400 Pro-Tree along with a Pro ladder during the elimination rounds. The competitor with the quickest elapsed times from the previous round will have lane choice for the following round. All events are run in single-elimination fashion. Red-light false starts result in automatic disqualification as does crossing the centerline. **A minimum class qualifying time of 12.99 must be met to make the qualifying field.**

Fields will be made up of the eight quickest competitors from the qualifying rounds. No make-up runs will be permitted for racers that miss their qualifying round. If a qualifier elects not to compete or is unable to make the last call to the staging lanes, the next available alternate will be selected until a full field of eight is present or whenever time permits.

Eligibility

All vehicles must pay racer entry fee. **All Quick Class drivers must be IDRC members.** Those electing to race without membership will have a full-price \$45 membership fee deducted from their winnings. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. The driver that qualifies vehicle must also be the driver in elimination rounds. All Quick class vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations. The safety inspection is separate from the IDRC classification. The classification will precede or follow the tech inspection. Vehicles will only be eligible after passing safety inspection and being classified as eligible Quick class vehicles. It is the driver’s responsibility to make sure vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round. There is only one exception---vehicles do not need to be weighed if they have won their elimination round by way of a “red-light” false start or over-the-centerline violation from their competitor. Vehicles not making minimum weight will be disqualified during elimination rounds or will have their run made void during qualifying.

All “fully-operational” vehicles must reach the scales under their own power. No support vehicle may assist the racecar to the scales without the approval of the IDRC techs at scales. The IDRC tech at the scales will have the final decision as to the method to be

used to ensure that no weight is added to the vehicle between the top end of the racetrack and the scales.

Engine

Only one internal-combustion gasoline engine permitted in vehicle. Billet engine blocks or cylinder heads are not permitted. All water-cooled engine blocks must be production based with a production run exceeding 500 units. Cast aftermarket cylinder heads are permitted for all vehicles. If a water-cooled engine's cooling system is utilized, these engines are required to run only water. No anti-freeze is permitted. All engine blocks must be production based with a production run exceeding 500 units. Engine manufacturer must match vehicle chassis manufacturer. Brother-company substitutions are allowed, such as Lexus/Toyota, Nissan/Infiniti, Honda/Acura. Domestic manufactured engines (Ford, GM, Chrysler) are limited to four-cylinders and OHC six cylinders. Engine must be located and configured in OEM location. Setting engine forward or back is allowable when and only when modified engine mounts attach to factory mounts on the frame or cross-member assembly. Changing engine from transverse configuration (East-to-West) to conventional (North-to-South) is not allowed. Engine type (# of cylinders) and the number of power adders will establish minimum weight breaks along with drive configuration (FWD, RWD, AWD).

Engine Maximum Displacements

Engines are not to exceed the following displacements based on the engine's number of cylinders:

- 4 cylinders less than 2850cc
- 5 cylinders less than 3563cc
- 6 cylinders less than 4275cc
- 8 cylinders less than 5700cc

Racers wishing to challenge the displacement of another competitor's engine will post a \$250 protest fee. The IDRC will conduct a P&G test to determine the displacement of the engine. If the engine exceeds the maximum displacement allowed, the racer will be barred from competition at that event and all event points will be forfeited. The protest fee will then be returned to the racer filing the protest. If the racer's engine is of a legal displacement, the protest fee will be kept by the IDRC.

Oil Downs & Coolant

Racers must always pull over to the wall immediately when breakage occurs. Failure to do so often results in oil, water or coolant being left on the racing surface. This results in many minutes of down time.

Power Adders

Engines may be equipped with up to two power adders. Power adders include nitrous-oxide-injection systems, turbocharger systems and supercharger systems. Redundant power adders such as twin-turbochargers or multi-stage nitrous-oxide systems count as a single power adder. Thus, a twin-turbo engine using a three-stage nitrous system would still count as only two power adders.

Intercoolers, cool cans for fuel systems and compressed nitrogen gas systems used to cool the intercooler are not counted as power adders. Any compressed gas used on the vehicle is subject to inspection. If the compressed gas is found to be an oxidizer (like nitrous oxide), it will be counted as a power adder and appropriate weight requirements will apply.

Fuel

All vehicles must run on gasoline. Pump and racing gasoline are acceptable. Gasoline may not have nitro-methane, propylene oxide or nitro-propane added. Methanol may be used but will result in a weight penalty. All fuels are subject to testing by IDRC officials. For 2005, the IDRC may institute a "spec" fuel for the Quick class. A decision or ruling on this can be found at www.importdrag.com or by calling the IDRC office. If a spec fuel is established it will be required for competition as long as the fuel is available at the track. The spec fuel's manufacturer or the IDRC staff will perform fuel checks on the competitors.

Transmissions-FWD

Any transmission allowed. Manufacturer of transmission must match manufacturer of engine to not be assessed an additional weight penalty. Standard transmissions must retain factory H-pattern. Standard transmissions must also allow downshifting. Air shifters are illegal. Vertical-shift-gate and aftermarket-sequential transmissions are subject to 25-pound weight penalty.

Transmissions-RWD/AWD

Standard transmissions must retain factory H-pattern. Standard transmissions must also allow downshifting. Air shifters are also illegal. No aftermarket sequential transmissions will be allowed. Vertical-shift-gate standard transmissions are not legal. Non-OEM transmission replacements are subject to a 100-pound weight penalty. Examples would include a Chevy Power glide in a Toyota Supra or a Ford T-5 transmission in a RX-7.

Chassis-All Basic

All Quick Class vehicles must use an import chassis with functional doors, barring the following exceptions: Exceptions will be made for domestic-labeled, joint-manufactured vehicles that have a USA-available, import counterpart. Examples include but are not limited to: Chrysler Conquest, Dodge Colt, Dodge Stealth, Eagle Talon, Ford Probe; Mercury Capri XR2, and Plymouth Laser. Additionally, any front-wheel-drive vehicle from any manufacturer (including Domestic---Chevy, Chrysler, Ford) is legal for competition.

All Quick class vehicles must retain factory chassis. Vehicles originally built with a front-wheel drive configuration must maintain front-wheel-drive configuration. No rear-wheel-drive conversions are permitted. Chop tops are permitted.

Suspension & Chassis-FWD

FRONT

Tube chassis configurations are not permitted. The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to

the uni-body frame) must be retained. Roll bar may attach and strengthen the shock-tower member. Sheet metal fore and aft of the shock tower may be modified to allow the use of the maximum size tire permitted in this class. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

REAR

The entire frame structure must remain in rear. Factory independent rear suspensions must maintain independent configuration. Upper mounting point for strut assemblies must be in factory location. Further, the entire reinforced portion of the shock tower member must be retained. This would include the entire portion that is welded to the uni-body frame. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered. Lower factory mounting at frame may be changed. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Wheelie bars must be detachable.

Suspension & Chassis-RWD/AWD

REAR

Retention of the OEM rear-end assembly is encouraged. If rear-end assembly from a different manufacturer is used, a weight penalty of 100 pounds will be assessed to minimum weight requirements. Back-half conversions and tube chassis configurations are not permitted. Full wheel tubs are not permitted. Mini tubs are permitted to allow the use of the maximum size tire permitted in this class. Solid-axle rear conversions are permitted. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Rear suspension must maintain a minimum of one inch of travel. All rear suspensions must use at least one hydraulic shock per wheel. Wheelie bars must be detachable.

FRONT

The entire reinforced portion of the factory front shock tower member (this would include the entire portion that is welded to the uni-body frame) must be retained. Roll bar may attach and strengthen the shock-tower member. Upper mounting point for strut assemblies must be in factory location. Top of strut assembly must mount to top of strut/shock tower, as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

Professionalism

All vehicles in Quick Class competition are required to have paint and an outward appearance that is at least of OEM quality. No bodywork, primer or unpainted body kits

will be permitted. Failure to adhere to this ruling will result in a warning at the first event. This vehicle will be barred from future competitions until the appearance of the vehicle meets the requirements.

All vehicles are required to have die-cut issued competition numbers in the correct location as indicated by the individual event's racer information packet. The use of shoe polish or liquid chalk is restricted to the IDRC officials for classification.

All crew members are required to be in uniform is accompanying the competition vehicle to the burnout and staging areas. Uniforms can be as simple as matched T-shirts and jeans. Consistency and cleanliness is the objective.

Tires

All Quick class vehicles may use racing slicks or D.O.T. tires permitted that specified tread width is no more than 10.5-inches on slicks. Metric-specified radial tires may not exceed a section designation of 315. Maximum tire height is 28 inches.

Wheelie Bars

No wheelie bars may be preloaded. The IDRC recommends a minimum 1/2-inch clearance when measure on a flat plane. Wheels are subject to inspection by starting line officials following the burnout. All wheels must be able to spin freely when checked. No mechanisms of any type may be employed to alter the height, clearance, or geometry of the wheelie bar during the run. All wheelie bars must be detachable.

Minimum Weight Requirements (Driver and Car)

Cyl/Rotors	4/2r	5	6/3r
FWD (0 power adders)	1600	1750	1900
FWD (Nitrous Only)	1800	1900	2000
FWD (1 power adder)	1900	2000	2100
FWD (2 power adders)	2100	2200	2300

Cyl/Rotors	4/2r	5	6/3r
RWD (0 power adders)	2000	2250	2400
RWD (Nitrous Only)	2200	2450	2600
RWD (1 power adder)	2300	2550	2700
RWD (2 power adders)	2500	2750	2900

Cyl/Rotors	4/2r	5	6/3r
AWD (0 power adders)	2000	2250	2400
AWD (Nitrous Only)	2200	2450	2600
AWD (1 power adder)	2300	2550	2700
AWD (2 power adders)	2500	2750	2900

Weight Penalties

Non-OEM rear end	+25 pounds
Non-OEM Transmission	+25 pounds
FWD Sequential Transmission	+25 pounds

Methanol

+50 pounds

<<<CLASS BREAK>>>

Outlaw Class

As many Quick class racers have wanted to go beyond what the class rules allow, the Outlaw class was developed to support these racers. Today, this class is arguably the most popular with the crowds as it has produced some of the biggest names in import drag racing, such as Papadakis, Montano, Gonzales, Lochhead and Ten. Today, the Outlaw class features some great rivalries between the full-tube frame front-wheel drive vehicles and the back-halved rear wheel drives. Most competitors run deep into the 8s.

As a welcome addition to the Outlaw class, Pro Racing Association "Pro Mod" class VW air-cooled competitors can now compete in this class. For the first time, these vehicles will be allowed to use air-to-air intercoolers, alcohol, electronic fuel injection and two power adders. This should allow these vehicles to reach competitive levels in this IDRC class.

For fair and entertaining competition, the Outlaw class (along with all IDRC heads-up classes) runs a .400 Pro-Tree along with a Pro ladder during the elimination rounds. The competitor with the quickest elapsed time from the previous round will have lane choice for the following round. All events are run in single-elimination fashion. Red-light false starts result in automatic disqualification as does crossing the centerline. **A minimum class qualifying time of 10.99 must be met to make the qualifying field.**

Fields will be made up of the eight quickest competitors from the qualifying rounds. No make-up runs will be permitted for racers that miss their qualifying round. If a qualifier elects not to compete or is unable to make the last call to the staging lanes, the next available alternate will be selected until a full field of eight is present, as time permits.

Class Specifications

Eligibility

All vehicles must pay racer entry fee. **All Outlaw Class drivers must be IDRC members.** Those electing to race without membership will have a full-price \$45 membership fee deducted from their winnings. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. The driver that qualifies vehicle must also be the driver in elimination rounds. All Outlaw class vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations. The safety inspection is separate from the IDRC classification. The classification will precede or follow the tech inspection. Vehicles will only be eligible after passing safety inspection and being classified as eligible Outlaw class vehicles. It is the driver's responsibility to make sure vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round. There is only one exception---vehicles do

not need to be weighed if they have won their elimination round by way of a “red-light” false start or over-the-centerline violation from their competitor. Vehicles not making minimum weight will be disqualified during elimination rounds or will have their run made void during qualifying.

All “fully-operational” vehicles must reach the scales under their own power. No support vehicle may assist the racecar to the scales without the approval of the IDRC techs at scales. The IDRC tech at the scales will have the final decision as to the method to be used to ensure that no weight is added to the vehicle between the top end of the racetrack and the scales.

Engine

Only one internal-combustion gasoline engine permitted in vehicle. Billet engine blocks or cylinder heads are not permitted. All water-cooled engine blocks must be production based with a production run exceeding 500 units. Cast aftermarket cylinder heads are permitted for all vehicles. If a water-cooled engine’s cooling system is utilized, these engines are required to run only water. No anti-freeze is permitted. All engine blocks must be production based with a production run exceeding 500 units. Domestic manufactured engines (Ford, GM, Chrysler) are limited to four-cylinders and OHC six cylinders. Front - wheel drive to rear-wheel drive conversions are permitted. Changing engine from transverse configuration (East-to-West) to conventional (North-to-South) is allowed. Engine type (# of cylinders) and the number of power adders will establish minimum weight breaks along with drive configuration (FWD, RWD, AWD).

Engine Maximum Displacements

Engines are not to exceed the following displacements based on the engine’s number of cylinders:

4 cylinders less than 2850cc

5 cylinders less than 3563cc

6 cylinders less than 4275cc

8 cylinders less than 5700cc

Racers wishing to challenge the displacement of another competitor’s engine will post a \$250 protest fee. The IDRC will conduct a P&G test to determine the displacement of the engine. If the engine exceeds the maximum displacement allowed, the racer will be barred from competition at that event and all event points will be forfeited. The protest fee will then be returned to the racer filing the protest. If the racer’s engine is of a legal displacement, the protest fee will be kept by the IDRC.

Oil Downs & Coolant

Racers must always pull over to the wall immediately when breakage occurs. Failure to do so often results in oil, water or coolant being left on the racing surface. This results in many minutes of down time.

Power Adders

Engines may be equipped with up to two power adders. Power adders include nitrous-oxide-injection systems, turbocharger systems and supercharger systems. Redundant power adders such as twin-turbochargers or multi-stage nitrous-oxide systems

count as a single power adder. Thus, a twin-turbo engine using a three-stage nitrous system would still count as only two power adders.

Intercoolers, cool cans for fuel systems and compressed nitrogen gas systems used to cool the intercooler are not counted as power adders. Any compressed gas used on the vehicle is subject to inspection. If the compressed gas is found to be an oxidizer (like nitrous oxide), it will be counted as a power adder and appropriate weight requirements will apply.

Fuel

All vehicles must run on gasoline or alcohol. Pump and racing gasoline are acceptable. Fuel may not have nitro-methane, propylene oxide or nitro-propane added. All fuels are subject to testing by IDRC officials.

Transmissions-FWD

Any transmission allowed.

Transmissions-RWD/AWD

Any transmission allowed

Chassis-All Basic

All Outlaw class vehicles must utilize an import chassis with functional doors, barring the following exceptions. Exceptions will be made for domestic-labeled, joint-manufactured vehicles that have a USA-available, import counterpart. Examples include but are not limited to: Chrysler Conquest, Dodge Colt, Dodge Stealth, Eagle Talon, Ford Probe; Mercury Capri XR2, and Plymouth Laser. Additionally, any front-wheel-drive, four-cylinder-powered vehicle from any manufacturer (including Domestic---Chevy, Chrysler, Ford) is legal for competition. Chop tops are permitted.

Chassis-FWD

Full tube frame vehicles are permitted. Any chassis modifications allowed as long as car remains front wheel drive. Engine rotation from East/West to North/South configuration will result in a 100-pound weight penalty.

Chassis-RWD, AWD

No full tube frame rear-wheel-drive or all-wheel-drive vehicles are permitted with the exception of VW air-cooled-engine door slammers. VW air-cooled-engine door slammers may be built around a full-tube frame, rear-engine, and rear-wheel-drive chassis. All other Outlaw vehicles may have a tube or boxed-style back –half conversion. Front of vehicle may use aftermarket struts. Factory firewall, A-pillars and rocker panels must be maintained.

Professionalism

All vehicles in Outlaw Class competition are required to have paint and an outward appearance that is at least of OEM quality. No bodywork, primer or unpainted body kits will be permitted. Failure to adhere to this ruling will result in a warning at the first event. This vehicle will be barred from future competitions until the appearance of the vehicle meets the requirements.

All vehicles are required to have die-cut issued competition numbers in the correct location as indicated by the individual event's racer information packet. The use of shoe polish or liquid chalk is restricted to the IDRC officials for classification.

All crew members are required to be in uniform is accompanying the competition vehicle to the burnout and staging areas. Uniforms can be as simple as matched T-shirts and jeans. Consistency and cleanliness is the objective.

Tires

Unlimited

Wheelie Bars

No wheelie bars may be preloaded. The IDRC recommends a minimum 1/2-inch clearance when measure on a flat plane. Wheels are subject to inspection by starting line officials following the burnout. All wheels must be able to spin freely when checked. No mechanisms of any type may be employed to alter the height, clearance, or geometry of the wheelie bar during the run. All wheelie bars must be detachable.

Minimum Weight Requirements (Driver and Car)

Cyl/Rotors	4/2r	5	6/3r
FWD (0 power adders)	1200	1350	1500
FWD (Nitrous Only)	1300	1450	1600
FWD (1 power adder)	1400	1550	1700
FWD (2 power adders)	1500	1650	1800

Cyl/Rotors	4/2r	VW4* 5	6/3r
RWD (0 power adders)	1600	1350	1850 2000
RWD (Nitrous Only)	1800	1450	2050 2200
RWD (1 power adder)	1900	1500	2150 2300
RWD (2 power adders)	2000	1600	2350 2500

Cyl/Rotors	4/2r	5	6/3r
AWD (0 power adders)	1600	1850	2000
AWD (Nitrous Only)	1800	2050	2200
AWD (1 power adder)	1900	2150	2300
AWD (2 power adders)	2000	2350	2500

*Air Cooled VW Engines Only

Weight Penalties

FWD Engine rotation (East/West to North/South) +100-pound

<<CLASS BREAK>>>

High-Tech Class

This is the evolution of the revolution. Accomplishments made by racers in the import drag racing arena have prompted an expanded interest in the technologies that allow the limits of performance to be increased past what was believed possible. Today, die-hard, traditional V8 enthusiasts are looking toward “high-tech” innovations to build high-tech, faster, more consistent and more reliable street and strip vehicles. Turbocharging, multi-valve engines and electronic fuel injection, have allowed V8s to produce record amounts of horsepower more reliably than ever before.

Realizing the need to encourage innovations in the field of Motorsports, the IDRC has pioneered its “High-Tech” class. Developed for EFI domestics, the High-Tech class follows a similar format to the ever-popular IDRC Quick class. The hope is that development of the rules will be based on actual performance rather than theories and estimates.

For fair and entertaining competition, the High-Tech class (along with all IDRC heads-up classes) runs a .400 Pro-Tree along with a Pro ladder during the elimination rounds. The competitor with the quickest elapsed times from the previous round will have lane choice for the following round. All events are run in single-elimination fashion. Red-light false starts result in automatic disqualification as does crossing the centerline.

Fields will be made up of the eight quickest High-Tech competitors from the qualifying rounds. No make up runs will be permitted for racers that miss their qualifying round. If a qualifier elects not to compete or is unable to make the last call to the staging lanes, the next available alternate will be selected until a full field of eight is present whenever time permits.

Class Specifications

Eligibility

All vehicles must pay racer entry fee. The racer on the tech card for the vehicle must also be the driver. Additional drivers will pay full race entry fee and must notify officials that there will be two drivers. Driver that qualifies vehicle must also be the driver in elimination rounds. All High-Tech class vehicles must pass the safety tech inspection issued by the track. Most tracks follow NHRA or IHRA safety regulations. The safety inspection is separate from the IDRC class qualification inspection that will precede or follow the tech inspection. Vehicles will only be eligible after passing safety inspection and being classified as eligible High-Tech class vehicles.

Although there are no set weight breaks set for the 2005 season, weight breaks are expected in future rule revisions. Once established, it is the driver's responsibility to make sure vehicle meets weight requirements. Vehicles will be weighed after each qualifying and elimination round. There is only one exception---vehicles do not need to be weighed if they have won their elimination round by way of a red-light or over-the-centerline violation from their competitor. Vehicles not making minimum weight will be disqualified during elimination rounds or will have their run made void during qualifying. All vehicles must reach scales under their own power. No support vehicle may assist before the scales.

Engine

Only one inline-6, V6 or V8 internal-combustion gasoline engine permitted in vehicle. Engine manufacturer must match vehicle chassis manufacturer. Brother company substitutions are allowed, such as Chevy/Pontiac or Ford/Mercury. Engine must be located and configured in OEM location. Setting engine forward or back is allowable when and only when a modified engine mounts attaches to factory mounts on the frame or cross member. Engine type (# of cylinders) and the number of power adders will establish minimum weight breaks.

Induction

All engines must use electronic fuel injection. No carburetors or mechanical fuel injection systems are permitted in this class.

Oil Downs & Coolant

Racers must always pull over to the wall immediately when breakage occurs. Failure to do so often results in oil, water or coolant being left on the racing surface. This results in many minutes of down time.

Power Adders

Engines may be equipped with up to two power adders. Power adders include nitrous oxide injection systems, turbocharger systems and supercharger systems. Redundant power adders such as twin-turbochargers or multi-stage nitrous-oxide systems count as a single power adder. Thus, a twin-turbo engine using a three-stage nitrous system would still count as only two power adders.

Intercoolers, cool cans for fuel systems and compressed nitrogen gas systems used to cool the intercooler are not counted as power adders. Any compressed gas used on the vehicle is subject to inspection. If the compressed gas is found to be an oxidizer (like nitrous oxide), it will be counted as a power adder.

Fuel

All vehicles must run on gasoline. Pump and racing gasoline are acceptable. Gasoline may not have nitro methane, propylene oxide or nitro propane added. All fuels are subject to testing by IDRC officials.

Transmissions-RWD/AWD

Standard transmissions must retain factory H-pattern. Standard transmissions must also allow downshifting. Air shifters are also illegal. No aftermarket sequential transmissions will be allowed. . Vertical-shift-gate standard transmissions are not legal. Non-OEM transmission replacements are subject to a 100-pound weight penalty.

Chassis-All Basic

All High-Tech class vehicles must utilize a domestic chassis with functional doors, barring the following exceptions. Exceptions will be made for domestic-labeled, joint-manufactured vehicles that have a USA-available, import counterpart. Examples include but are not limited to: Chrysler Conquest, Dodge Colt, Dodge Stealth, Eagle Talon, Ford Probe; Mercury Capri XR2, and Plymouth Laser.

All High-Tech class vehicles must retain factory chassis. Chop tops are permitted.

Suspension & Chassis-RWD/AWD

REAR

Retention of the OEM rear end is encouraged. If rear end from a different manufacturer is used a weight penalty of 100 pounds will be assessed to minimum weight requirements. Back-half conversions and tube chassis configurations are not permitted. Wheel tubs are also not permitted. Solid-axle rear conversions are permitted as long as the factory wheel wells (both inner and outer) are not modified in any way. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Rear suspension must maintain a minimum of 1 inch of travel. All rear suspensions must use at least one hydraulic shock per wheel. Wheelie bars must be detachable.

FRONT

Upper mounting point for strut assemblies must be in factory location. Further, the entire reinforced portion of the shock tower member must be retained. This would include the entire portion that is welded to the uni-body frame. Top of strut assembly must mount to top of strut/shock tower as did the factory unit. Adjustable caster/camber pillow-ball mounts are acceptable. Lower control arms may be strengthened and altered providing that factory mounting at frame is not changed in location. Lower mounting point for strut may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars and limit straps are permitted.

Tires

All High-Tech class vehicles may use racing slicks or D.O.T. tires permitted that specified tread width is no more than 10.5-inches on slicks. D.O.T. tires must measure less than 10.5-inches in tread width, not in section width. Maximum tire height is 28 inches.

Wheelie Bars

No wheelie bars may be preloaded. The IDRC recommends a minimum 1/2-inch clearance when measure on a flat plane. Wheels are subject to inspection by starting line officials following the burnout. All wheels must be able to spin freely when checked. No mechanisms of any type may be employed to alter the height, clearance, or geometry of the wheelie bar during the run. All wheelie bars must be detachable.

Minimum Weight Requirements** (Driver and Car)

Cyl/Rotors	6 cyl	8 cyl
RWD (0 power adders)	-open-	
RWD (Nitrous Only)	-open-	
RWD (1 power adder)	-open-	
RWD (2 power adders)	-open-	

Weight Penalties

Non-OEM rear end	+100 pounds
Aftermarket Transmission	+100 pounds

FWD Sequential Transmission +150 pounds