

R35 GT-R Classes (GST/GSA/GTE/GPS/GQK)

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Rules for all R35 GT-R Classes

(GT-R Stock Turbo, GT-R Stock Appearing, GT-R Eliminator, GT-R Pro Street and GT-R Quick)

Due to the requests of racers in the R35 GT-R classes, all R35 GT-R classes will use the same tree, ladder, and qualifying parameters. New for 2020, we have added weight breaks for these classes (except GT-R Quick) to add some additional parity. The Shootout 2020 will also be using a special track prep for the GT-R classes designed to minimize driveline stresses while allowing for recording setting performance. Thanks to the help of racers and race organizers from other R35 GT-R racing events, we are happy to report that the rules are being shared across all these events so that these cars have the ability to run in GT-R World Cup, TX2K and The Shootout without the need to make changes to the vehicle.

Tree Type:	Sportsman 0.500 light
Ladder Type:	Pro (Quickest races Slowest)
Qualifying:	Ranked by lowest E.T. across all qualifying rounds
Weigh-In:	Required after all qualifying and elimination runs (win or lose)
Staging:	Courtesy staging enforced (see details below)
Deep Staging:	Permitted
Race Format:	Single-elimination, heads-up racing
Field Size:	Up to 32 cars per field
Race Entry:	\$200 per racer at The Shootout

Tech Card Pre-Registration: New for 2020, tech card pre-registration will allow racers to provide all tech card information as well as additional information for the announcers at the event. Tech card pre-registration will negate the need for the racer to fill out the tech card at the event, as the IDRC will create a tech card with all of the information printed on the card. The form for pre-registration will be available on thefoat.com on or before 6/1/2020. Racers will not need to pay at this time. Racers will still be able to pay in Wakeman at the Dyno Day event on Friday or at the gate.

Race Entry: All Vehicles competing in any of the GT-R heads-up racing classes required to purchase a Racer Tech Card (@\$200 for 2020 for all GT-R classes) valid for all three days, regardless if racer is attending one, two or three days of the event.

Car Number: All Vehicles in this class must run a 3-digit car number decal as provided by the IDRC. The car numbers must be placed on the front windshield (top passenger side for all LHD vehicles) AND at right side rear quarter window (passenger side of LHD vehicle). 4-digit permanent NHRA numbers are allowed as long as they are die-cut vinyl. If you already have a 3-digit or 4-digit number from the IDRC or NHRA, please let us know the number when you complete your tech card pre-registration.

Payout: \$1,000 Winner, \$500 Runner-Up based on minimum 8-car field. If less than 8-cars in first-round of elimination, winner and runner-up payouts will be pro-rated. All payouts and awards must be collected at the end of racing on Sunday. Failure to collect a trophy or payout within one hour of the end of the event (last cars down track) will forfeit these items. If a class has a title sponsor (other than the IDRC), the payout for the class will be guaranteed regardless of the field size.

Racer Responsibility: All Vehicles in this class must race against each other in any elimination round. Any collusion by a pair of racers in competition will forfeit any possible winning and possibly result in being prohibited from attending future events.

Crew Credentials: Each racer in this class is permitted to have up to three crew members that can accompany the vehicle in the staging lanes and to the starting line. All these crew members must obtain a special crew restricted-area wristband. To receive these wristbands, each crew member and the driver must take the tech card to customer service so that the crew and driver can sign the required waivers.

Courtesy Staging: New for 2020, courtesy staging will be enforced. If you are first car into the beams to stage your vehicle, you are required to only move far enough forward to activate the "PRE-STAGED" bulb for your lane. You are to wait until the other vehicle has also lit the "PRE-STAGED" light before either vehicle is allowed to light the "STAGED" light. Either the first or second car may be the first to light the "STAGED" light for its lane. As soon as both "STAGED" lights are illuminated, the starter or Autostart system will activate the lights that will proceed in an amber...amber...amber...GREEN sequence with a 0.500-second delay between each stage.

Recommended Driver Response for Courtesy Staging Violation: In the event that the first driver to the starting line disregards courtesy staging and lights both the PRE-STAGED and STAGED lights in his lane, the other driver SHOULD NOT enter the beams until the other driver backs out until **both** lights (STAGED and PRE-STAGED) are turned off. At the point, the process of staging can be reinitiated. The reason that a driver will not be allowed to only back up enough to only dim the "STAGED" light while keeping the "PRE-STAGED" light illuminated is that it is unsafe as the likelihood of the driver accidentally keeping the car in reverse is significantly increased. By forcing a driver to back completely out to restage, the vehicle will be in a forward gear when the race is initiated.

Additional Courtesy Staging Considerations: Although starting line officials will be instructed to enforce courtesy staging and the recommended driver response listed above, there is always a chance that the second vehicle may enter the beams to "PRE-STAGE" just moments after the first vehicle commits the courtesy staging infraction. In some cases, the starter may throw up the reds in both lanes to have the drivers stand down and restage, but it is more than likely that it won't happen if the second driver came into the beams close to the same time the first driver lit the STAGED light for his lane. In the case where the first driver doesn't adhere to the courtesy staging rule but the second driver proceeds to enter the beams while the first driver was in violation of courtesy staging, the second driver will be declining the violation of the first driver and the race will be valid. Once the second driver moves into the beams to light his "PRE-STAGED" bulb, he has forfeited his rights to the restaging process. The race following will be valid and the second driver will have no rights to a re-run.

Peer Tech: All Vehicles in this class are subject to a peer tech inspection before the first round of eliminations. During peer tech, all hoods must be open, and the driver must accompany the vehicle. If a RACER believes that something is illegal on a competitor's car, they must report it to the IDRC tech director at that time. No crew member can make a protest, only a racer. IT IS YOUR RESPONSIBILITY, AS A RACER, TO FIND ILLEGAL RACERS BEFORE THE FIRST ROUND OF ELIMINATIONS AND REPORT THEM AT THAT TIME. If your car is illegal for the class, you will not be allowed to compete in that class. An additional \$110 (non-GT-R-only heads-up class or index class) to \$200 (other GT-R class) will be charged to move your vehicle to a different heads-up class or you may run in time trials or brackets at no additional charge. If you pay the fee and move to another heads-up class, your best qualifying time will transfer over. However, depending on the time allowed, there is no guarantee that a new ladder will be created. You may just end up in the first available position in the other class ladder. If your car was found to be legal during the peer tech, but then was obviously altered after passing tech you will be disqualified. The last person you eliminated may be put back into the race if the next round of racing has not been completed.

Weigh-Ins: Win or Lose, weigh-in after the run for all GT-R classes except for only the GT-R Quick Class that has no minimum weight limit. The purpose of the weigh-in process is to ensure that all vehicles with driver are meeting the minimum weight for each class. Weigh-ins are required during all qualifying and elimination runs for the run to be official. Failure to weigh-in immediately after a qualifying run will void the qualifying pass. Failure to weigh-in after an elimination round will result in a forfeit of that race to your opponent (even if you got the win light). Both winners and losers of each round must weigh-in immediately following the race. In the case where the racer getting the win-light fails to show up to the scales, the racer that did not get the win will advance to the next round (if and only if, he or she weighed in the vehicle immediately following the race). In the event where neither car shows up, neither car will advance to the next round or be eligible for any payouts. Racers will have access to the scales before racing and should scale the vehicle to ensure that it meets the minimum weight requirements. Remember that fuel weights about 6.0 pounds per gallon, so be sure to stay about 15 to 20 pounds heavier than the minimum weight to avoid disqualification.

Qualifying: To be eligible to compete in the class, a vehicle must make at least one complete pass in one of the scheduled qualifying sessions. There is one scheduled qualifying session on Friday night, two qualifying sessions on Saturday and the possibility of one final last-chance qualifying session on Sunday morning at 9am. All scheduled qualifying sessions are subject to time changes or omission based at the discretion of the Race Director to accommodate weather or breakage issues. For your benefit, do not miss any of the qualifying sessions.

R35 GT-R CLASS SPECIFIC RULES

GT-R Stock Turbo (GST)

a.k.a. STREET class in GT-R World Cup

Minimum Weight: 3,800 pounds for car with driver weighed at the event scales.

1/8-mile Breakout: 115.99MPH maximum @ 660'

Overview: This class showcases maximum performance with the standard or Nismo edition factory IHI turbocharger. No modifications to the turbocharger are allowed. Upgraded wastegate actuators are permitted. New for 2020, this class no longer requires a DOT radial tire. Any tire is permitted, if the wheel diameter is no smaller than 17-inches (rear wheels) and no smaller than 18-inch in diameter in the front.

Permitted Modifications

- **TURBO:** Standard GT-R IHI turbocharger or Nismo-spec GT-R IHI turbocharger. Standard GT-Rs (non-Nismo edition) may run the Nismo-spec turbocharger
- **WASTEGATE ACTUATORS:** Upgraded IHI or aftermarket wastegate actuators are permitted.
- **EXHAUST:** Upgraded exhaust systems may delete catalytic converters, but it must exit at rear bumper. "Open" wastegate dumps are permitted.
- **SEATS:** Front seats may be upgraded to racing bucket seats, but two seats must be present. Rear seats may be deleted if a full upholstered covering is in place to maintain a streetcar image. If a roll bar, roll cage or harness bar is installed, it may delete the necessary portion of the seat required to properly mount the bar in place.
- **TIRES:** Any tire is permitted with a maximum height of 28 inches. Minimum 17" wheel diameters.
- **FUEL:** No vehicle in this class may run nitrous oxide injection or methanol. Permitted fuels are pump gas, racing gasoline, E85 or racing ethanol-fuel blends.

GT-R Stock Appearing (GSA)

a.k.a. STREET8 class in GT-R World Cup

Minimum Weight: 3,800 pounds for car with driver weighed at the event scales.

1/8-mile Breakout: To Be Determined (TBD)

Overview: This class showcases maximum performance using modified turbocharger that maintains the original IHI 2-bolt compressor cover. These vehicles showcase the epitome of performance for a stock-appearing turbocharger.

Permitted Modifications

- **TURBO:** Any upgraded turbo is permitted if it retains the IHI 2-bolt compressor cover and the factory exhaust manifold. The compressor cover and exhaust manifold may be machined for larger compressor wheels and turbine wheels. Modifications may also be made to the exhaust manifold to allow for a non-IHI center section to be used. Quite simply, if the upgraded turbocharger uses the OEM 2-bolt IHI compressor housing and the OEM exhaust manifold, it is legal for the class.
- **WASTEGATE ACTUATORS:** Upgraded IHI or aftermarket wastegate actuators are permitted.
- **EXHAUST:** Upgraded exhaust systems may delete catalytic converters, but it must exit at rear bumper. "Open" wastegate dumps are permitted.
- **SEATS:** Front seats may be upgraded to racing bucket seats, but two seats must be present. Rear seats may be deleted if a full upholstered covering is in place to maintain a streetcar image. If a roll bar, roll cage or harness bar is installed, it may delete the necessary portion of the seat required to properly mount the bar in place.
- **TIRES:** Any tire is permitted with a maximum height of 28 inches. Minimum 17" wheel diameters.
- **FUEL:** No vehicle in this class may run nitrous oxide injection or methanol. Permitted fuels are pump gas, racing gasoline, E85 or racing ethanol-fuel blends.

GT-R Eliminator (GEL)

a.k.a. MODIFIED class in GT-R World Cup

Minimum Weight: 3,750 pounds for car with driver weighed at the event scales.

1/8-mile Breakout: 140.99MPH maximum @ 660'

Overview: This class showcases maximum performance using modified turbocharger that measures 58.9mm

Permitted Modifications

- **TURBO:** Maximum compressor size of 58.9mm
- **EXHAUST MANIFOLDS:** No restriction
- **WASTEGATE ACTUATORS:** No restriction
- **EXHAUST:** Upgraded exhaust systems may delete catalytic converters, but it must exit at rear bumper. "Open" wastegate dumps are permitted.
- **SEATS:** Front seats may be upgraded to racing bucket seats, but two seats must be present. Rear seats may be deleted if a full upholstered covering is in place to maintain a streetcar image. If a roll bar, roll cage or harness bar is installed, it may delete the necessary portion of the seat required to properly mount the bar in place.
- **TIRES:** Any tire is permitted with a maximum height of 28 inches. Minimum 17" wheel diameters.
- **FUEL:** No vehicle in this class may run nitrous oxide injection or methanol. Permitted fuels are pump gas, racing gasoline, E85 or racing ethanol-fuel blends.

GT-R Pro Street (GPS)

a.k.a. PRO STREET class in GT-R World Cup

Minimum Weight: 3,600 pounds for car with driver weighed at the event scales.

1/8-mile Breakout: 159.99MPH maximum @ 660'

Overview: This class showcases maximum performance using modified turbocharger that measures 68.9mm

Permitted Modifications

- **TURBO:** Maximum compressor size of 68.9mm
- **EXHAUST MANIFOLDS:** No restriction
- **WASTEGATE ACTUATORS:** No restriction
- **EXHAUST:** Upgraded exhaust systems may delete catalytic converters, but it must exit at rear bumper. "Open" wastegate dumps are permitted.
- **SEATS:** No restriction
- **TIRES:** Any tire is permitted with a maximum height of 28 inches. Minimum 15" wheel diameters.
- **FUEL:** No vehicle in this class may run nitrous oxide injection. Permitted fuels are pump gas, racing gasoline, methanol E85 or racing ethanol-fuel blends.

GT-R Quick (GQK)

For OUTLAW and UNLIMITED class GT-R World Cup Vehicles

Minimum Weight: No weight limit or need to scale vehicles

1/8-mile Breakout: None

Overview: Any goes class for R35 GT-Rs running turbochargers larger than 68.9mm.

Permitted Modifications

- **TURBO:** No restriction.
- **EXHAUST MANIFOLDS:** No restriction
- **WASTEGATE ACTUATORS:** No restriction
- **EXHAUST:** No restriction
- **SEATS:** No restriction
- **TIRES:** Any tire is permitted with a maximum height of 28 inches. No minimum wheel diameter.
- **FUEL:** Nitrous oxide injection permitted. Permitted fuels are pump gas, racing gasoline, methanol E85 or racing ethanol-fuel blends.