Gulf Coast RC Drag Racing

RULE BOOK

2010

INTRODUCTION

Gulf Coast Radio Controlled Drag Racing (GCRCDR) was founded in June 2008. The rules and specifications listed in this rulebook are for the purpose of providing a safe and organized racing environment and also to help conduct events with fairness to all who participate.

GCRCDR was formed to promote RC drag racing in the Houston, Texas area as well as the Gulf Coast region. To that end, we hope to work hand in hand with RC drag race organizations that already exist as well as those that will emerge in the future in this area. At present, we have a working partnership with **San Antonio Model Drag Racing League (SAMDRL)** and draw participants from San Antonio and Dallas-Fort Worth to our events. We hope that participants from Louisiana and Mississippi will join us in racing and form clubs to strengthen the presence of RC drag racing in the Gulf Coast region.

The current location where GCRCDR conducts races is at **Hightower High School**. The RC drag strip is located in the parking lot to the south of the school campus. The RC drag strip is 132 ft long from start line to finish line (a 1/10 scale quarter mile) with a substantial shut down area.

I. GENERAL

1. All participants are expected to familiarize themselves with the rules of the governing body whose race is conducted on a given race day. E.g.: if a GCRCDR event is held, the participant should be conversant on the most current GCRCDR rules, and if a national/international event is held, the participant should be up-to-date on the most current rules of the relevant organization(s). The rules in this brochure apply to any event held or hosted by GCRCDR events.

2. **Paying entry fees** to any GCRCDR event, or any event hosted by GCRCDR, is considered as the participants' **agreement of the prevailing current rules and specifications**. Additionally, it will be considered as the participants' **agreement to not hold liable and to indemnify GCRCDR, along with the owners and/or operators of the race facility, sponsors, and officials of an event, of any loss, damage, and/or injury resulting from competing in a GCRCDR event, or any event hosted by GCRCDR**.

3. Participants must pay entry fees **before making any passes** on the track. Entry fees are **nonrefundable**.

4. Events that are cancelled due to **weather and/or acts of God (hurricanes, thunderstorms, rain, etc.)** will be **rescheduled to a later date** dependent on the vote of the racers and members at the GCRCDR discussion board (forum). Events that are **called off while being conducted might not be rescheduled**, and **fees for the day will not be refunded** in deference to the cost of materials and setting up the track for the day.

5. All participants are requested to be aware of **general safety**, and to be mindful about **treating track equipment with care**. To that end, participants are encouraged to not drive their cars back along the two main lanes of the track and along the outside of the track boundary where timing sensors, wiring, etc., are exposed.

6. It is encouraged that another person picks up a participant's car at the end of the track, or the participant to drive the car close to the finish line, and then the car be carried back to the pit area.

7. Participants are required to adhere to all **manufacturers' safety recommendations** for any product being used during a GCRCDR event.

II. OFFICIALS

1. Upon paying entry fees to any GCRCDR event, or any event hosted by GCRCDR, all participants agree to be bound by the decisions of the officials listed below without contest.

A. **Event Director**: The Event Director will be responsible for making judgments relevant to **safety, racing, the track itself, and the conduct of the participants and spectators**. The Event Director has the authority to **expel, eject, suspend, and/or disqualify** any participant from an event if the need arises, to put racing on hold until the **track is cleared safely of participants and cars** from previous rounds, and while **maintenance is performed on the track at the time of technical difficulties**. The Event Director also has the authority to stop competition due to **weather and/or acts of God** mentioned above in Section I.3. The Event Director will also be responsible for **conducting a participants' meeting** prior to start of the qualifying rounds to go over issues regarding **safety, fair racing, proper conduct, and any issues the participants may have**.

B. **Race Director**: The Race director will be responsible for **operating the timing system**, the conducting of **all rounds of racing**, **managing radio frequencies** of the participants in a manner that allows for competition **without signal interference**, all aspects of **timekeeping and tracking results/points** of all events conducted by GCRCDR.

C. **Track Marshalls**: The Track Marshalls will be responsible for making judgments regarding the **adherence of participants and their cars to the rules and specifications** as stipulated herein. The Track Marshalls have the authority to disqualify a participant if the rules and regulations are not adhered to as pertaining to technical aspects of a participant's car. The Track Marshalls will be responsible for conducting **technical inspections before each race to check battery voltages**, and after races to **check the weight of cars**, against the appropriate class requirements.

2. The Event Director position will held by the Race Director until such time arrives that the Race Director requires assistance and he/she will appoint a competent individual to serve in the position of Event Director.

III. GENERAL SPECIFICATIONS REGARDING RC DRAG RACE CARS

IMPORTANT: It is the **participant's responsibility** to make sure that his/her car meets the rules and specifications of **the governing body whose event he/she participates in**.

The specifications listed below are applicable **only to GCRCDR events**.

The following specifications must be adhered to and any disputes and/or questions involving these specifications must be addressed to the Event Director and/or Race Director.

1. Bodies

A. All cars must have complete bodies appropriate to the classes that they belong to. The bodies must cover all electronic equipment, wheels/tires, and chassis. The only exception will be dragsters which allow exposed wheels and chassis.

B. The bodies must be securely attached by body clips or screws and must remain attached to the car at all times a car is on the race track.

C. Windows and windshields can be cut out to permit better airflow, but not to the degree that it interferes with the structural integrity of the body in the event of a rollover, or a crash of any sort.

D. The rear valance and rear bumper area of bodies may be cut out as long as the original rear quarter panels are left intact.

E. The all bodies must have front and rear wheel openings with an appearance of an equivalent 1:1 car. Covering of the wheel openings with any material is not permitted.

F. The body may be trimmed at any height above or below the trim line as long as enough coverage is provided, as listed above, to the chassis, wheels, etc.

2. Motors

Electric and Nitro powered types of motors are permitted in all classes, within the following guidelines.

A. Electric Motors.

i. The use of **any mass produced brushed or brushless motor readily available through a retailer or distributor** is permitted. Motors must measure a **maximum of 2.5 inches in diameter** discounting any cooling fins or heat sinks, and a **maximum of 3.5 inches in length** from endbell to endbell. Prototype or experimental electric motors are not permitted.
ii. Electric motors may be used with **micro switches** or an **Electronic Speed Control (ESC)**. Specifications for ESCs are listed in Section 3 below.
iii. Cars utilizing micro switches must have an **operational method of shutting down power from the battery to the motor in case of emergency**. Cars utilizing **ESCs must have an operational "ON/OFF"** switch to turn off the ESC and to disable power from the battery to the ESC in the form of quick release connectors easily accessible without removing the body. Both these items must be **clearly marked and visible** to anybody handling the car.
iv. Motors may be hard soldered to ESCs when applicable.

B. Nitro Motors.

i. The use of **any mass produced Nitro motor, readily available through a retailer or distributor** is permitted. Prototype or experimental nitro motors are

not permitted. Further cubic inch specifications are listed in the individual class specifications.

ii. Nitro motors must have **functioning metal throttle return spring**.

Iii. Any type of modification is permitted.

iv. Exhaust of Nitro motors must be **pointed upward**.

C. **Only one motor** is permitted per car, **except in Bracket and Extreme classes** where there is no limit.

3. Electronic Speed Controls (ESCs)

A. The use of **any mass produced ESCs readily available through a retailer or distributor** is permitted.

B. All ESC's must have an operational "ON/OFF" switch and quick release connectors on the battery wires as listed above in **Section III.2.A.iii**.

C. The use of additional capacitors on the power wires is permitted.

4. Batteries

A. Main power, transmitter and receiver batteries can be made up of **Nickel Metal Hydride (NiMH), Nickel Cadmium (NiCd), Lithium Polymer (Li-Po) or Lithium Ion (Li-Ion) cells**.

B. All Nickel based round cell battery packs must consist of cells with a **nominal voltage of 1.2V**, **any size** (Sub C, AA, etc.).

C. All Lithium based battery packs must consist of cells with a **nominal voltage of 3.6V or 3.7V** with an allowable maximum of 4.205V per cell.

D. **Lithium based batteries** are allowed as **main power source**, as well as the power source for **transmitters and receivers**. Please be advised that hard cases will be compulsory on Lithium Polymer batteries as per ROAR regulations whenever GCRCDR becomes a ROAR sanctioned drag race track in 2010.

E. Participants will **use the proper settings in their chargers for the various battery chemistries at all times** to ensure safety in the pit area and to minimize damage to equipment and racing facilities. E.g.: charging LiPo batteries using a NiMH setting is not permitted. We also recommend that participants **follow manufacturer's instructions** at all times regarding safely charging and discharging batteries.

F. **Heating Lithium battery packs to more than 110°F is strictly prohibited**.

G. Batteries **must have connectors** and cannot be hard soldered to switches or ESC.

5. Nitro Fuel

A. Any blended Nitro fuel **readily available through a retailer or distributor** is permitted.

B. 100% Nitro fuel is not permitted.

C. Mixing fuel at the race venue is not permitted.

6. Driveline

A. All cars **must be wheel driven**. No thrust driven cars permitted.

B. Use of **direct drive** (motor – driveshaft/coupler – rear end) and standard **pinion – spur** drivelines are permitted.

C. **Only one drive axle (rear)** permitted per car, except in **Pro Street class** with 4WD permitted**,** and **Bracket and Extreme classes** where there is no limit.

D. It is generally accepted that the **drive axle will have two wheels** in keeping with full size (1:1 scale) race cars. However, **single drive wheel set ups** are permitted in **Extreme and Bracket class**.

7. Transmitters and Receivers – Radio Equipment

A. All radio equipment used by participants must be of a design approved by the **Federal Communications Commission**.

B. All participants must **register their radio frequency with the Race Director**, regardless of whether they are AM, FM or 2.4GHz.

C. If radios are found using the **same frequency**, these radios **may be impounded by the race director** until the owner of an impounded radio is called up to race. After the race, the radio will be promptly returned to the Race Director. Failure to comply with an impound request by the Race Director may result in the disqualification of the non-compliant party at the Race Director's discretion.

D. 2.4GHz radios are not subject to impoundment due to their inherent secure binding characteristics as well as minimal interference.

E. It is **strongly recommended** that any **interference caused by one participant's radio equipment on that of another be immediately brought to the Race Director's attention**. This is in the interest of **safety of those present** at an event as well as to **minimize the loss to equipment and racing facilities**.

F. Transmitters and receivers can be powered by Nickel based or Lithium based batteries, as specified in Section III.4.

IV. Class Specifications:

A **minimum of four (4) entries** are needed to form a class. Inform the **Race Director** if a there are enough entries to make a class and it will be created, **even if not listed below**. If a class cannot be created due to low number of entries, the entries already made will be put in a class where they can race in. I.e.: a nitro Top Fuel Dragster without its own class may race in a combined electric and nitro Top Fuel class, with three other electric Top Fuel Dragsters.

All cars must have a functioning fail safe mechanism, either as a stand-alone device or integrated in the radio system, such as found in Spektrum systems.

1. Bracket

A. All types of 1/18 and 1/4 scale RC cars permitted. I.e.: **monster trucks, sedans, stadium trucks, buggies, custom builds,** etc.

B. Electric or Nitro powered cars permitted, in any configuration.

C. All entries must have working brakes, mechanically or via ESC.

D. Participants decide dial-in before each round.

2. Pro Street (No Index)

A. Any 1/10 scale, on-road sedan type, 4WD cars with 190mm or 200mm bodies only.

B. Use bodies and wings/spoilers supplied by the car's manufacturer only.

C. Maximum wheel base of 11 inches.

D. Minimum weight of 40oz.

E. Electric motor, as specified in Section III.2.A, or Nitro motor, as specified in Section III.2.B, up to 0.18 cubic inches, permitted.

F. If using an electric motor, Nickel based batteries consisting of up to seven (7) cells, or Lithium based batteries consisting of two (2) cells, with a maximum capacity of 5000mAH and maximum voltage of 8.41V permitted, as specified in Section III.4.

3. Super Street (2.5 Index)

A. **Any RWD car with a full body** (coupe, roadster, sedan, sports car, pro mod, pro stock, or funny car) permitted.

B. Must have a hood scoop or blower hat.

C. Rear wings no higher than the roof line of the vehicle permitted.

D. **Maximum wheelbase of 14 inches permitted**.

E. Minimum front wheel diameter of 1.5 inches permitted.

F. Any size rear wheels permitted.

G. **Minimum weight of 40oz permitted**.

H. Any electric motor, as specified in **Section III.2.A**, permitted.

I. Nickel based batteries consisting of up to seven (7) cells, or Lithium based batteries consisting of two (2) cells, with a **maximum capacity of 5000mAH and maximum voltage of 8.410V** permitted, as specified in **Section III.4**.

4. Super Gas (2.0 Index)

A. **Any RWD car with a full body** (coupe, roadster, sedan, sports car, pro mod, pro stock, funny car or dragster) permitted.

B. Must have a hood scoop or blower hat, except dragster bodies.

C. **Rear wings** no higher than the roof line of the vehicle permitted. For dragsters, please see Section IV.8.B.ii.

D. **Maximum wheelbase of 30 inches permitted**.

E. Minimum front wheel diameter of 1.5 inches permitted.

F. Any size rear wheels permitted.

G. **Minimum weight of 40oz permitted**.

H. Any electric motor, as specified in **Section III.2.A**, permitted.

I. Nickel based batteries consisting of up to seven (7) cells, or Lithium based batteries consisting of two (2) cells, with a **maximum capacity of 5000mAH** and maximum voltage of 8.410V permitted, as specified in **Section III.4**.

5. Super Comp (1.8 Index)

A**. Any RWD car with a full body** (coupe, roadster, sedan, sports car, pro mod, pro stock, funny car or dragster) permitted.

B. Must have a hood scoop or blower hat, except dragster bodies.

C. **Rear wings** no higher than the roof line of the vehicle permitted. For dragsters, please see Section IV.8.B.ii.

D. **Maximum wheelbase of 30 inches permitted**.

E. Minimum front wheel diameter of 1.5 inches permitted.

F. Any size rear wheels permitted.

G. **Minimum weight of 40oz permitted**.

H. Any electric motor, as specified in **Section III.2.A**, permitted.

I. Nickel based batteries consisting of up to ten (10) cells, or Lithium based batteries consisting of three (3) cells, with a **maximum capacity of 5000mAH** and maximum voltage of 8.410V permitted, as specified in **Section III.4**.

6. Tru 1.05” (No Index)

A. Any RWD car with a full **doorslammer body** permitted. No Funny Car or Dragster bodies allowed.

B. Must have a hood scoop or blower hat, except dragster bodies.

C. **Wheelie bars of any kind will <u>not</u> be allowed**. This includes thumb tabs, pick up tabs, chassis/body extensions, etc., that may act in a manner so as to keep the car from flipping over.

D. **Rear wings** may extend 2" rearward beyond the back deck with side dams extending no higher than 1"from rear deck.

D. Maximum wheelbase of 12 inches.

E. **Rear tires will be limited to 1.05" wide and 3.00"diameter**.

F. Minimum weight of **45oz for electric cars** and **43oz for nitro cars** permitted.

G. Any **electric motor**, as specified in Section III.2.A, permitted.

H. Any **nitro motor**, as specified in Section III.2.B, permitted, with a **maximum limit of 0.18 cid**.

I. Nickel based batteries consisting up to ten (10) cells, as specified in Section III.4, permitted.

J. Lithium based batteries, as specified in Section III.4, permitted, with the following limits:

a**. Small Block (2S battery)**: 8.410V maximum voltage, **400A maximum burst current** as calculated using manufacturer's specifications for capacity and burst discharge rate.

b. **Big Block (3S battery)**: 12.615V maximum voltage, **267A maximum burst current** as calculated using manufacturer's specifications for capacity and burst discharge rate.

7. Pro Stock (No Index)

A**. Any RWD car with a full body** (coupe, roadster, sedan, sports car, pro mod or pro stock) permitted.

B. Must have a hood scoop or blower hat.

C. Rear wings no higher than the roof line of the vehicle permitted.

D. **Maximum wheelbase of 12 inches permitted**.

E. Minimum front wheel diameter of 1.5 inches permitted.

F. Any size rear wheels permitted.

G. **Minimum weight of 40oz permitted**.

H. Any electric motor, as specified in **Section III.2.A**, permitted.

I. Nickel based batteries consisting of up to seven (7) cells, or Lithium based batteries consisting of two (2) cells, with a **maximum capacity of 5000mAH and maximum voltage of 8.410V** permitted, as specified in **Section III.4**.

8. Combined Electric Top Alcohol Dragster and Electric Top Alcohol Funny Car (No Index)

A. Top Alcohol Dragster – body and chassis:

i. Any 1/10 scale Dragster body permitted.

ii. **Rear wing** with maximum height of 10 inches from the ground to the highest point on the wing, including side dams permitted.

iii. W**heelbase of 24 to 30 inches** permitted.

iv. Minimum weight of **40oz** permitted.

B. Top Alcohol Funny Car – body and chassis:

i. Any 1/10 scale Funny Car body with a hood scoop or blower hat permitted.

ii. **Rear wing** with no size limits and attached to the rear deck permitted. Elevated wings not permitted.

iii. Maximum **wheelbase of 14 inches** permitted.

iv. Minimum weight of **40oz** permitted.

C. Minimum front wheel diameter of 1.5 inches permitted.

D. No size limit on rear wheels.

E. Any electric motor, as specified in Section III.2.A, permitted.

F. Nickel based batteries consisting of up to seven (7) cells, or Lithium based batteries consisting of two (2) cells, with a **maximum capacity of 5000mAH and maximum voltage of 8.41V** permitted, as specified in Section III.4.

9. Combined Electric Pro Mod and Electric Top Fuel Funny Car (No Index)

A. Pro Mod – body and chassis:

i. Car and truck bodies with a hood scoop or blower hat only.

ii. **Rear spoilers** no more than 2.5 inches in length beyond rear deck lid with side dams no more than 1 inch in height or no higher than the roof line, whatever is least will dictate. Wing must be attached to the deck lid and not elevated.

iii. Maximum **wheelbase of 12** inches permitted.

iv. Minimum weight of **40oz** permitted.

B. Funny Car – body and chassis:

i. Any 1/10 scale Funny Car body with a hood scoop or blower hat permitted.

ii. **Rear wing** with no size limits and attached to the rear deck permitted. Elevated wings not permitted.

iii. Maximum **wheelbase of 14** inches permitted.

iv. Minimum weight of **40oz** permitted.

C. Minimum front wheel diameter of 1.5 inches permitted.

D. **Minimum rear wheel outer diameter of 2 inches** permitted.

E. Any electric motor, as specified in Section III.2.A, permitted.

F. Nickel based batteries consisting of up to ten (10) cells, or Lithium based batteries consisting of three (3) cells, with **no capacity limit and maximum voltage of 12.615V permitted**, as specified in Section III.4.

10. Electric Top Fuel Dragster (No Index)

A. Any 1/10 scale Dragster body permitted.

B. **Rear wing** with maximum height of 10 inches from the ground to the highest point on the wing, including side dams permitted.

C. Maximum **wheelbase of 30** inches permitted.

D. Minimum weight of **40oz** permitted.

E. **Minimum rear wheel outer diameter of 2 inches** permitted.

F. Any electric motor, as specified in Section III.2.A, permitted.

G. Nickel based batteries consisting of up to ten (10) cells, or Lithium based batteries consisting of three (3) cells, with **no capacity limit and maximum voltage of 12.615V permitted**, as specified in Section III.4.

11. Combined Nitro Pro Mod and Nitro Funny Car (No Index)

A. Pro Mod – body and chassis:
- i. Car and truck bodies with a hood scoop or blower hat only.
- ii. **Rear spoilers** no more than 2.5 inches in length beyond rear deck lid with side dams no more than 1 inch in height or no higher than the roof line, whatever is least will dictate. Wing must be attached to the deck lid and not elevated.
- iii. Maximum **wheelbase of 12** inches permitted.
- iv. Minimum weight of **40oz** permitted.

B. Funny Car – body and chassis:
- i. Any 1/10 scale Funny Car body with a hood scoop or blower hat permitted.
- ii. **Rear wing** with no size limits and attached to the rear deck permitted. Elevated wings not permitted.
- iii. Maximum **wheelbase of 14** inches permitted.
- iv. Minimum weight of **40oz** permitted.

C. **Minimum rear wheel outer diameter of 2 inches** permitted.

D. Nitro motor, as specified in Section III.2.B, up to 0.21 cubic inches, permitted.

12. Nitro Top Fuel Dragster (No Index)

A. Any 1/10 scale Dragster body permitted.

B. **Rear wing** with maximum height of 10 inches from the ground to the highest point on the wing, including side dams permitted.

C. W**heelbase of 24 to 30 inches** permitted.

D. **Minimum weight of 38oz** permitted.

E. **Minimum rear wheel outer diameter of 2 inches** permitted.

F. Nitro motor, as specified in Section III.2.B, up to 0.21 cubic inches, permitted.

13. Extreme/Unlimited (No Index)

A. Any 1/10 or 1/8 scale vehicle permitted.

B. No electric limit.

C. Nitro motor, as specified in Section III.2.B, with no limit on cubic inches, permitted.

V. Rules and Procedures pertaining to Racing

1. Staging

A. Participants are required to stage at the starting line in a timely manner. Once one participant is fully staged, the other is required to stage within 1 minute.

B. A participant is considered staged when both sets of Stage and Pre-Stage lights are lit, and the participant releases his/her car and stands to an upright position.

C. Once both participants are staged and the tree has been activated by the Race Director, none of the participants are permitted to touch or reposition their car. At this time, the participants are not permitted to leave the starting line until the race is completed.

D. Participants with nitro powered car are allowed one restart in case their car dies staging.

E. Nitro cars are considered staged when both participants remove their hands from the cars. The Race Director will activate the tree at that time.

F. If an electric participant lines up against a nitro participant, the electric participant **must** stage first.

2. Starting

A. The start of all races in all classes is based on the standard "**Pro Tree**". In this instance, once both participants have staged, all three amber lights will light up simultaneously in each lane. **0.400** seconds after the amber lights turn on, the green will be turned on.

B. This process may be delayed in one lane in **bracket racing**, based on the dial-ins of the participants.

C. A **clean start** is made when a participant begins a pass after the 0.400 seconds has elapsed. The green light will stay lit to confirm that the participant has made a clean start.

D. If a participant starts moving his car before the 0.400 second interval is up, therefore before the green light turns on, the **red light** will turn on and the start is considered a "**foul start**".

3. Qualifying

A. Participants are permitted an entry of one car per class in an event.

B. All cars must attempt a standing start in each qualifying round.

C. There may be two (2) or three (3) rounds of qualifying based on the number of entries per event to go through the rounds in a timely manner.

D. If a participant cannot make it to the start line in a timely manner when he/she is called up, that round may be completed without his/her participation at the discretion of the Race Director in the interest of not wasting time.

E. A participant will remain the classes he/she entered through the duration of the event.

4. Ladder

A. After the predetermined number of qualifying rounds is completed, a ladder chart for further elimination round competition in pairs is made by the Race Director using an **NHRA type** set up.

B. The best qualifying **reaction time (RT)** for each participant is used to determine the ladder positions in **Bracket and Index classes**, and the best qualifying **elapsed time (ET)** for each participant is used to determine the ladder positions in **all other classes**.

C. Qualifying order:

i. The participant with the RT closest to 0.400s will be **Top Qualifier** in **Bracket and Index Classes**. The rest of the field will be sorted by RT in ascending order of magnitude.

ii. The participant with the quickest ET will be **Top Qualifier** in **all other classes**. The rest of the field will be sorted by ET in ascending order of magnitude.

iii. In case of a tie in RT or ET, the participant with the higher trap speed (mph) is given lane choice.

D. In a 16 car field for example, the ladder chart may look like this: 1 vs. 16; 2 vs. 15; 3 vs. 14, etc.

E. Based on whether the number of entries is even or odd, there may be "**bye runs**" or single passes required to fill the appropriate ladder.

i. The participant making a bye run is declared the winner after his/her car is staged and the tree is activated.

ii. The RT or ET is voided for lane choice determining purposes in the following round of racing if the participant crosses the center line during a bye run, makes a foul start, or otherwise fails to make a complete pass.

iii. In case a participant makes a bye run where his RT or ET is voided as stated above, lane choice is automatically awarded to his/her opponent (**lane choice** is discussed further below in Section V.5).

F. If there are **more than 8 entries** in a class, the ladder will made with an **A-Side** and a **B-Side.** The first round losers will be put in the B-Side ladder for further competition.

i. A B-Side may be formed with 6 entries in a class, entirely at the Race Director's discretion.

ii. The winner of the A-Side ladder for a class is considered the ultimate winner of that class.

5. Clean Pass

A. A clean pass is defined as any pass that consists of a **clean start**, as mentioned in Section V.2.C, followed by a participant's car traveling the **full length** of the track and crossing the finish line without any infractions described in Section V.6.A.

b. A participant making a clean pass goes on to race in the following round.

6. Foul Pass

A. A pass is considered a foul pass if any of the following infractions occur during pass.

i. A foul start is made, as mentioned in Section V.2.D, in any pass with two participants

ii. A participant's car crosses the center line between lanes.

iii. A pass may be considered a foul pass if a participant's car makes contact with the outside boundary boards of his/her lane, at the Race Director's discretion.

iv. Contact with any part of the timing system, including the tree, A-frames, reflectors, sensors, etc.

v. A pass with a single participant is considered a "bye run", as mentioned in Section V.4.E, and is not subject to disqualification due to these infractions.

7. Lane Choice

A. Initial ladder positions for the first elimination round are decided based on the qualifying rounds as mentioned in Section V.4.

B. Lane choice in subsequent elimination rounds are decided as follows:

i. RT is used to determine lane choice in Bracket and 2.0 Index classes. The participant with the quickest RT from the previous round from a clean start, as mentioned in Section V.2.C, is given lane choice.

ii. ET is used to determine lane choice in all other classes. The participant with the quickest ET from the previous rounds, from a clean pass as mentioned in Section 5, is given lane choice.

iii. In case of a tie in RT or ET, the participant with the higher trap speed (mph) is given lane choice.

iv. If a participant proceeds into a round with voided ET or RT from a bye run, as stated in Section V.4.D, or from a race where the **"first or worst" infraction rule** was invoked, as mentioned in Section V.9.B, his/her opponent is given lane choice.

8. Substitutions

A. **Substituting** a car is not allowed once qualifying rounds have begun.

B. A participant making a **substitution** in qualifying and elimination rounds will be disqualified and barred from further competition in the class/es that the offense or offenses were made, for that event.

9. Disqualification

A. A participant will be disqualified from proceeding to the next round in a class for the following infractions:

i. The participant does not arrive at the start line in a timely manner after he/she is called up for a race.
ii. The participant causes **intentional delay** of a race.
iii. The participant makes a **foul start** as stated in Section V.2.d.
iv. The participant makes a **foul pass** as stated in Section V.6.
v. The participant's car does not cross the **finish line sensor beams**. This may be due to mechanical failure of the car, the car being airborne, etc.
v. Un-sportsman like conduct and/or conduct that is causes disruption of a safe racing environment at GCRCDR.

B. In case both participants make infractions, as described in Sections V.9.a.iii to V.9.a.v, the **"first or worst" infraction rule** will be invoked by the Race Director.

C. In case of an infraction as described above, the disqualified racer is expected to stop the vehicle immediately, so as to minimize damage to track equipment.

10. Suspension

A. A participant will be suspended for at least 90 days as result of **violent behavior** towards another person present at any GCRCDR event. The length of the actual suspension will be decided upon by the **officials** present during that event which the incident occurs in.

11. Mechanical Failure/Absence

A. If a participant wins a round and proceeds to the next round with a non-functioning car (mechanical failure), his/her opponent from the previous round may not advance and take his/her place.

B. If a participant fails to be present at a race when called (no show), his/her opponent from the previous round may not advance and take his/her place.

12. Racing Formats

A. Bracket Racing

i. First elimination round order will be determined by ET, as mentioned in Section V.4.C.i.

ii. Participants must notify the Race Director what his/her dial-in is, prior to each elimination round.

iii. The participant who reaches the finish line first after a clean pass, as stated in Section V.5, and has an ET closest to his/her dial-in, compared to the competitor, is declared the winner.

iv. When both participants run slower than their respective dial-in by the same margin, the one with the quickest ET will win the race.

v. An ET quicker than a dial-in is considered as a "**break out"**.

vi. If a participant **breaks out:**

- he/she automatically loses if the opponent makes a clean pass, as mentioned in Section V.5.
- his/her opponent is disqualified, as mentioned in Section V.9.A, the opponent will lose the race.
- on a "bye run", he/she will proceed to the next round.

vi. When both participants **break out:**

- the competitor closest to their dial-in is declared the winner.
- by the same margin, the one with the quickest ET will win the race.

B. All other formats (Heads-up)

i. First elimination round order will be determined by RT, as mentioned in Section V.4.C.ii.

ii. The participant who reaches the finish line first after a clean pass, as stated in Section V.5, is declared the winner.

13. GCRCDR Records

Note: A record can only be set in the specific class that car was originally entered in. If a record is set in a combined class then only the record will pertain to the specific class that the car was intended to run in NOT both classes of the combined entry. A National record can only happen during qualifying or eliminations and only at a national event. All records to be backed up within 1%.

A. GCRCDR records may be set only at GCRCDR events, not events hosted by GCRCDR on behalf of another governing body.

B. A record may be set only in the class that a participant enters that car in.

C. If the record was set in a class combined due to low number of entries, then the record only applies to the class that the car was originally entered in.

D. Each record run must occur during qualifying and/or elimination rounds and in strict compliance with GCRCDR rules and specifications.

E. The participant is responsible for notifying the Race Director that he/she may have set a GCRCDR record.

F. The contestant must immediately have his/her car taken from the end of the track by a third party to the Race Director for technical inspection following the run to check for compliance with GCRCDR rules and specifications for the applicable class/es.

G. A new record attempt must have a back up within 1% of the record attempt during the same event.

i. If the record attempted is for ET, then the quicker of the two attempts will be considered the new ET record.

ii. If the record attempted is for MPH, then the faster of the two attempts will be considered the new MP record.

H. If the new record attempt and the back up by a participant exceed the existing record mark, but are not within 1% of each other, the slower ET or the slower MPH will be the new record.

I. Records may be set in all classes run at GCRCDR events as specified in the GCRCDR rules and specifications.

14. GCRCDR Points Series

GCRCDR will conduct annual points based competitions that culminate in championship awards being presented in each class raced, at the end of the series of events that constitute the GCRCDR Points Series. The participant with the highest accumulation of points will be awarded the series championship for each class at the end of the racing season. Trophies will be presented to the class winners. Points are awarded as shown in the following table:

Description	Points awarded
Entering a class, all participants	10
Qualifying Position:	
1st	8
2nd	7
3rd	6
4th	5
5th & 6th	4
7th & 8th	3
9th thru 12th	2
13th thru 16th	1
ET or Speed Record	20
Each Elimination Round won on the A-Side	20
A-Side Winner	20
B-Side Winner	30
B-Side Runner-Up	20
*Minimum of 9 cars needed per class to award maximum points. No more than 20 points per round.	

No points will be awarded in the B-Side except for the Winner and Runner-Up.

VI. Conclusion

1. **These rules and specifications are subject to change**. All changes will be made as **addendums** to these rules and will be announced on the public forum at **www.gcdragracing.com**.

2. Enjoy drag racing at GCRCDR.