

2010 GATOR NATIONALS

Specifications Guide



Host Track Info

WDWAHO Dragway Florida

April 11th T&T Date

May 9th Nat's Date

Classes :

Gasser NTRA Rules

Rat Rods NTRA Rules

WDWAHO

WDWAHO Raceway resembles an old country drag strip.

Timed length is 8'-9" which equates to a 1/75th scale

1/8th mile drag strip. Actually it's a 16' long, two lane

oval track with a couple curves added into the drag

strip return road. Timing is by TrakMate for both the

drag strip and the oval track. Track power is by two

Gilanko 0-20 volt power supplies. One for each lane

and both set at 18 volts.

The rail is .013" high and the width of the rail is .060" Also the surface is Formica type laminate (Wilsonart brand). This track is custom built by Full Tilt Speedways

MODIFIED SPORTSMAN Group

These rules apply to Modified Sportsman cars. This group currently includes Nostalgia Pro Stock and Ratt Rodd.

14.0 ohms minimum

GENERAL RULES: Any part which is original T jet equipment (excluding AFX and Magna Traction Magnets), or any JL AW part produced on the T Jet style chassis may be used in any combination provided this does not violate other class rules, such as Tire size or armature impedance rules. (See specific rules below.) This is meant to include original T jets, Wild Ones, Tuff Ones and Johnny Lightning or Autoworld T jet Type chassis as well. Parts or pieces, other than wheels and tires, used only on Ultra-steer, Magnasonic and other late generation T Jets are not permitted.

ARMATURES: As delineated above. Accepted armatures are any production Stock A/W arms and JL armatures as well as original Aurora T- jet types. 2 lam or three lam armatures are acceptable. Specifically omitted/banned are any arms that measure less than 14.0 ohms and/or any that carry the following designations: Wild Ones, Tuff Ones, Mean Green, Speed Wound, Blue Drag arms, or any similar High Performance or Hot Stock armature. Armatures may be balanced and blueprinted and/or bonded. Armature may not be retimed, rewound or dewound.

AXLES: Any axle may be used. Axles must ride in appropriate location for given body style.

BODY: Bodies must conform to individual class rules

BRUSHES, MOTOR: Any conventional brush which fits original mountings is acceptable After-market brushes may be used. Spring brushes may be not be used. Brush tubes are not permitted.

BUMPERS: Conformity to individual class rules is required.

CHASSIS: Cars in this class may use a JOHNNY LIGHTNING OR AUTO WORLD chassis. ULTRA "G" chassis are permitted. (T-Jet version) All other T jet Types are likewise permitted and the chassis types may be intermingled.

Magna Traction or AFX styled chassis MAY NOT be used. Chassis may have any and all of the following: de-burring, clearancing, polishing, hardening and/or blueprinting. Main chassis may NOT be altered. (No cuts) The "rails" of the top plate may be removed as shown in order to facilitate body mounting. (show diagram) A T Jet top plate may be reamed to allow fitment of a JL/AW armature to the T Jet chassis. Top plate may not be otherwise altered.

GUIDEPIN: Only one guide-pin, in original location, is permitted. Guide-pin retaining screw is not required, and pin may be secured additionally with glue, or heat-bonded to chassis.

GEARS: ANY T Jet Type gearing including and limited to standard 9 tooth pinion, 12 tooth Hop-up gear, or 14 tooth pinion Tuff Ones gear are permitted. Aftermarket 10 and 11 tooth pinions are likewise permitted. All other gears must be of the same material appropriate to chassis type. After market lightweight gears, or stock gears that are lightened, are not permitted. Gears may be polished and 'lapped' but polishing may not excessively lighten the gears. Plastic or brass gears may be used. Crown gears may be aftermarket of either 15 or 19 tooth count.

MAGNETS: Any Production T Jet Type magnet, including JL or AW magnets may be used. Exception: AFX magnets and Magna Traction motor magnets are forbidden.

MAGNETS, TRACTION: Auxiliary, or traction magnets may be used. Magnets may be of alnico, ceramic, polymer or rare earth (neo dymium) type. Magnets may be dot bar or strip in configuration. Magnets must be attached to the underside of the chassis, only.

MODIFIED SPORTSMAN Group (cont.)

PICK-UPS: Any original JL/AW T-Jet or replacement type, copper, silver, gold plated or non-plated pick-ups are permitted. Pick-up braids are permitted. Shunt wires as per class rules.

TIRES, REAR: After-market racing tires are permitted. All four Tires must be of sufficient diameter so as to contact track when car is in a normal on-track attitude. (note: front tires need only be close to touching at Meet director's discretion.) Tires must be black. Coated foam tires are not permitted. Tire must be of rubber, silicone or similar compound commonly used.

TIRES, FRONT: Front tires shall properly fit class legal front wheels. Touching tires is the ultimate goal but local ground rules may permit NEAR TOUCHING tires at the meet director's discretion

WHEELS: Wheels must conform to individual class rules

WHEELIE BARS: Wheelie bars are permitted. They should assume a reasonable prototype appearance. Wheelie bars must be so constructed as to not cause any short circuits or interfere with cars in other lanes. Maximum wheelie bar length is TWO (2) inches, as measured from the rear axle center line to the wheelie bar axle center line. Wheelie bars shall not extend beyond the diameter of the wheel itself.

RATT RODD CLASS (R/R or Ratt)

In accordance with all above rules the following specific rules are in effect.

BODY: A very wide and lenient variety of bodies are permitted to run as RATT RODDS. ANY North American prototype, years 1925- 1969 is permitted. Alters, Gassers, Shoeboxes, and all others, with the specific exclusion of FUNNY CARS, PRO MODS and DRAGSTERS shall be permitted. No specific style is mandatory, but the intent of the class is that cars effect, an 'old school' or traditional HOT ROD look. Suede paint, Rusted Panels, dented fenders (or missing) all fall under this definition. However, a well-styled and painted Rod may equally compete. The intent of the class is for the racers to have fun and use creativity. The Body rules for this class are deliberately vague. Race Directors have final say. If a racer is concerned about an extreme body style, they should check in advance. Any original designs will be kept in confidence.

BUMPERS: Bumper may be removed. Mounts may be modified or removed. Suitable rear push bars are desirable.

PICK-UPS: Modified pick-ups, braid pick-ups and shunt wires attached to pick ups are permitted

TIRES, REAR: After-market racing tires are permitted. All four Tires must be of sufficient diameter so as to contact track when car is in a normal on-track attitude. (note: front tires need only be close to touching at Meet director's discretion.) Tires may be bonded to the wheels. Minimum diameter .382". Maximum diameter allowed is .485" Maximum tire width shall be 9/32." Tires must be black. Coated foam tires are not permitted. Tire must be of rubber or silicone or similar compound commonly used.

TIRES, FRONT: Front tires shall properly fit class legal front wheels. Touching tires is the ultimate goal but local ground rules may permit NEAR TOUCHING tires at the meet director's discretion

WHEELS, REAR: After Market aluminum or mag type wheels are permitted. Wheels should be similar to a prototype wheel.

RATT RODD CLASS (R/R or Ratt) (con't)

WHEELS, FRONT: Front wheel may be of smaller diameter and tread than stock T- JET. Wheel diameter must be no smaller than 75% in height, as determined as nearly as possible by meet director. {This allows smaller wheels, but not microscopic wheels} WIRE WHEELS (motorcycle wheels) are not permitted. Front wheels and tires may not EXCEED the dimensions (track) of rear Tire/wheel sets.

DIVISION II

COMPETITION ELIMINATOR CLASSES:

The following classes are considered designated are within the Competition Division: **Gasser**, Altered and Nostalgia Funny Car.

Section One: Rules under this specific heading apply to all the above mentioned classes. Class specific rules follow immediately.

GENERAL RULES: Any part which is original T jet equipment (excluding AFX and Magna Traction Magnets), or any JL AW part produced on the T Jet style chassis may be used in any combination provided this does not violate other class rules, such as Tire size or armature impedance rules. (See specific rules below.) This is meant to include original T jets, Wild Ones, Tuff Ones and Johnny Lightning or Autoworld T jet Type chassis as well. Parts or pieces, other than wheels and tires, used only on Ultra-steer, Magnasonic and other late generation T Jets are not permitted.

ARMATURES: Armatures must meet class minimums. Armatures may be balanced and blueprinted and/or bonded. Armature may not be retimed, rewound or dewound.

AXLES: Any axle may be used. Axles must ride in appropriate location for given body style.

BODIES: Bodies must be NTRA approved styles for the stated class. DRAGSTERS are not permitted in this division.

BRUSHES, MOTOR: Any conventional brush which fits original mountings is acceptable After-market brushes may be used. Spring brushes may be not be used. Brush tubes are not permitted.

CHASSIS: Cars in this class may use a JOHNNY LIGHTNING OR AUTO WORLD chassis. ULTRA "G" chassis are permitted. (T-Jet version) All other T jet Types are likewise permitted. Magna Traction or AFX styled chassis MAY NOT be used. Chassis may have any and all of the following: de-burring, clearan-cing, polishing, hardening and/or blueprinting. Main chassis may be altered as follows:

(1) The "rails" of the top plate may be altered or removed as shown in order to facilitate body mounting. (see diagram)

(2) A T Jet top plate may be reamed to allow fitment of a JL/AW armature to the T Jet chassis. Minor alterations such as drilling to facilitate wheelie bar attachments are permitted

(3) Top Plate may extensively modified, provided the factory gear train form and function remains intact. (Drive gear, idler gear, Driven gear.) It is recommended that four corner mounting tabs be left intact. (see diagrams)

(4) Main Chassis may be 'daylighted,' i.e. all material above the chassis floor and between the motor magnets may be removed. (see diagrams.)

(5) Front end modifications are subject to class rules. For purposes of this rule, 'Front end' refers to the area forward of the front motor magnet.

(6) Magnet perches/pockets/mounts may be not altered and must be fully intact. Exception: T jet Mounts may be sanded only as needed to mount JL or AW magnets.

COMPETITION ELIMINATOR CLASSES: (con't)

GUIDEPIN: Only one guide-pin, in original location, is permitted. Guide-pin retaining screw is not required, and pin may be secured additionally with glue, or heat-bonded to chassis. Any guide pin which does not “bottom out” in the slot is permitted.

GEARS: ANY T Jet gearing including standard 9 tooth pinion, 12 tooth Hop-up gear, or 14 tooth pinion Tuff Ones gear are permitted. Aftermarket 10 and 11 tooth pinions are likewise permitted. All other gears must be of the same material appropriate to chassis type. After market lightweight gears, or stock gears that are lightened, are not permitted. Gears may be polished and ‘lapped’ but polishing may not excessively lighten the gears. Plastic gears may be used. Crown gears may be aftermarket of either 15 or 19 tooth count.

MAGNETS: Any Production T Jet Type magnet, including JL or AW magnets may be used. Exception: AFX magnets and Magna Traction motor magnets are forbidden.

PICK-UPS: Any original JL/AW T-Jet or replacement type, copper, silver, gold plated or non-plated pick-ups are permitted. Pick-up braids are permitted. Shunt wires may be used.

MAGNETS, TRACTION: Dot magnets, strip magnets or small bar magnets may be used as traction-aid devices. These magnets may be of ceramic, polymer, or rare earth type. Magnets may not touch the track. Traction magnets must be securely mounted to the chassis bottom, or the front chassis well area. (just behind or near the front axle on the top side of the base chassis) Magnets may NOT be attached to the sides or in a way that would be deemed to affect MOTOR MAGNET strength. Magnets may NOT be attached to the wheelie bar assembly, nor may they be part of the pick-up assembly.

TIRES, REAR: After- market racing tires are permitted. All four Tires must be of sufficient diameter so as to contact track when car is in a normal on –track attitude. (note: front tires need only be close to touching at Meet director’s discretion.) Tires may be bonded to the wheels. Tires must comply to class specific rules.

TIRES, FRONT: Front tires shall properly fit class legal front wheels. Touching tires is the ultimate goal but local ground rules may permit NEAR TOUCHING tires at the meet director’s discretion

WHEELS, REAR: After Market aluminum or mag type wheels are permitted. Wheels should be similar to a prototype wheel.

WHEELS, FRONT: Front rules must comply with class specific rules.

WHEELIE BARS: Wheelie bars are permitted. They should assume a reasonable prototype appearance. Wheelie bars must be so constructed as to not cause any short circuits or interfere with cars in other lanes. Wheelie bars must not exceed 2 (two) inches in extension, as measured from the rear axle center line the center line of the wheelie wheel or axle.

SECTION TWO: Class Specific Rules

GASSER CLASS 5 OHMS MINIMUM

Armatures: Minimum impedance is 5 ohms. Any production Aurora armature with the specific exception of any 4 lam type is permitted.

Body: Body must be an approved make and model for this class. North American Prototypes only. years 1935-1969. Austin, Willys and Anglia bodies are permitted. Other bodies may be approved by request to meet director. Bodies are required to have a "Gasser" appearance. Body posts may be shortened/lengthened and body may be raised or lowered. Bodies must employ at least one (1) mounting screw. No lexan bodies will be permitted in this class. Bodies shall be of Injection molded plastic or resin or poured resin. Fenders are required. Running boards may be removed. Wheel wells may be radiused as needed but must follow profile of racing tire used. Fender flares are permitted. Front 'chin' spoilers are permitted, however they should not be extreme in size. Rear spoilers are not used in this class. Engine Air scoops or exposed supercharger-induction details are highly desired. Parachutes are desirable. Engine details should be reasonably close to scale. Hoods optional if a 'full' motor (Valve covers up desired at this time) is modeled. Mixing of scales to produce an oversized engine not permitted. Grilles are not required.

Bumpers: Bumpers may be removed. Mounts may be modified or removed. Suitable rear push bars are desirable.

Tires, Front: Minimum front tire diameter is .345" Tires must be in CLOSE PROXIMITY (at Meet Director's discretion) to the race surface when the car is normally staged.

Tires, Rear: Tires must be BLACK. After- market racing tires are permitted. All four Tires must be of sufficient diameter so as to contact track when car is in a normal on-track attitude. Tires may be bonded to the wheels. Minimum diameter .382". Maximum diameter allowed is .485" Maximum tire width shall allowed is 9/32." (.28125)

Tires may be of constructed of any material. This includes Silicone, rubber, Foam, coated foam and any other proprietary blend offered to the HO race market in general and readily available. White wall tires are permitted.