

## ERCDRA 2024 General Information and Rules

### About ERCDRA

We are a dedicated group of privateer racers and racer directors working together, to define, simplify, and grow the hobby of RC Drag Racing. Our overall goal is to provide a well-defined, structured, and most importantly standardized set of rules for use by any RC Drag Racing club that is interested in hosting races.

More experienced racers and race directors will notice that some ERCDRA classes parallel other existing rule sets. This was done on purpose to provide continuity and allow for a simple transition to the ERCDRA ruleset. We have structured the classes and rules in a way that supports growth and progression from RTR (aka Pro-Stock) all the way up to Street Eliminator. The rules are as “black and white” as possible.

ERCDRA Rules and Events are Rubber tire only. As such, we allow for 2 kinds of racing “Prep Tire” and “No Prep Tire”. Any Prep used is to **ONLY** be used on the tires. The surface is not to be sprayed or treated with prep, as we want to leave as little impact as possible on the pavement. “Prep Tire” and “No Prep Tire” are defined in the following “Definitions” section on page 2.

We are always open to constructive feedback and solutions on how we might be able to make improvements moving forward. If you have an idea that you would like to share, please email us [info@ercdra.com](mailto:info@ercdra.com).

### General Information For all ERCDRA Events

- **Track Length:** Concrete or Blacktop, the start to finish is to be 132ft, it’s recommended that the track have a minimum of 230ft of shutdown (260 ft is preferred) to safely slow cars and prevent damage.
- **Track Width:** Minimum track width is 10ft per lane, however we highly recommend 12ft per lane. It is **required** that each lane be split 50/50 in width for prep tire and non-prepped tire classes.
- **Track Borders or “Walls”:** If used, walls should be attached to one another and semi movable in case of a car strike or other impact. The wall should be able to move to absorb some of the impact, lessening the damage to the car.
- **Timing System Ramps:** When timing system ramps are needed to protect sensitive equipment from impact. They should be constructed in such a way that protects equipment with minimal damage occurring to the racecar during impact. NOTE: \*Neither walls nor ramps should be screwed or bolted to the pavement. \*We are here to race cars, not destroy them\*
- **Scale:** 1/10<sup>th</sup> scale, 2wd and 2s maximum.
- **Tires:** Both front and rear must be rubber with foam insert style tires. Though the insert does not have to be used. (No O-ring style tires allowed on front or rear wheels.)
- **Race director:** Every race utilizing the ERCDRA Ruleset must have a designated Race Director. It is the Race Director’s job to ensure the event is well organized, safe, and unbiased.

- **Tech:** Every race utilizing ERCDRA ruleset must have a designated tech table and tech person/s for the purpose of quickly and accurately completing the tech process for all classes.
- **Driver Meeting:** Each ERCDRA race should begin with a driver's meeting to give all drivers a refresh of the rules and race operations for that day by the Race Director.
- **Race Fees:** Track Fee should be no more than \$20.00. This fee goes to the track/club running the event. Registration Fees should be no more than \$20.00 per car/per class for local "club" races, and no more than \$50.00 per car/per class for "National" races. All Registration fees go directly to the "pot" which is 100% paid back to the racers.

**\*Disqualification/s\*:** All ERCDRA races are to follow the "first is worst, unless you hit the timing system" rule for race disqualifications. This means that even if a racer does red light, if their opponent hits the timing system/ramp on their pass then the original red light is overridden and the racer who hits the timing system will take the loss. In addition, crossing the centerline, an impact with a wall or the timing system/ramp is an automatic DQ (loss) for that round of racing.

- **Voltage:** Any racer with a pack testing over 8.44 takes a loss for that round. A second failure during that same race and the racer is disqualified for that event. Every racer is to be given 1 warning during the driver's meeting and the voltage testing equipment will be readily available during the testing for any racer that wants to test and confirm their voltage prior to the race starting.
- **Sportsmanship:** Any racer acting with unsportsmanlike conduct is to be immediately disqualified for a minimum of that event by the Race Director. Examples of unsportsmanlike conduct include, but are not limited to, fighting, or instigating a fight, using prep in a no prep class, swapping cars/chassis without notifying tech, or any other form of cheating. \* Note If a racer suspects that another racer/s are cheating or have a problem, they are to immediately and respectfully inform the race director and let them investigate and come to a decision. \*
- **Starting Line Manipulation:** Starting line manipulation is not allowed period. This includes, but is not limited to:
  - Rolling a prepped tire car back and forth.
  - Stepping on the prepped tire groove.
  - Adding, removing or manipulation of the starting line of any kind by a racer.

## Definitions

- **Prep-Tire:** Racing classes that allow the application and use of tire prep as defined by ERCDDRA.
- **No Prep Tire:** Racing classes that do not allow the use of tire prep as defined by ERCDDRA.
- **Tire Prep aka “Prep”:** Any chemical substance applied to a tire that has adhesive or “glue like” properties.
  - Classes allowing prep may be run in any 1 of 3 ways.
    - **Open Prep** – Any prep allowed.
    - **Spec Prep** – A specific prep is required; this prep should be provided by the race director for that event.
    - **Limited Prep** – A list of acceptable prep is distributed, and racers supply their own.
- **Conditioner:** Any substance applied to a tire that softens or changes the natural state of the tire’s texture or feel. \*This includes simple green. \*
- **Adhesion Promoter:** PJ1 or similar substance with adhesive properties that is added to a conditioner.

**\* NOTE:** Conditioner ≠ to Prep! \* **Conditioners are NOT allowed to have adhesive or glue-like properties. Any conditioner found to contain adhesive or glue-like properties like “dry rub” are not allowed in any ERCDDRA No Prep Classes. Tire test equipment, and the process to be used is outlined in Appendix B.**

- **Heads-Up:** both drivers leave at the same time, whoever gets to the finish line first wins.
  - *Street Eliminator, 10.5 Outlaw, Super Street and Pro-stock* are all “Heads-up” Classes.
- **Index:** A form of heads-up racing with a set “ET”, whoever gets to the finish line first without going faster or “breaking out” than the set time wins. Examples of set times are 2.0 or 2.7 seconds.
- **Bracket:** Allows for a handicap between predicted elapsed time of the two cars over a standard distance. Each racer chooses a dial-in time before the race, predicting the elapsed time they estimates it will take their car to cross the finish line. This predicted time is given to the race director so that they can adjust the “Christmas Tree” starting lights accordingly. The slower car in the race is given the green light before the faster car by a margin of the difference between their two dial-in times.
- **Tree:** An electronic starting device that uses calibrated lights and sensors to produce a visual “start” and win loss results for each racer in a pairing.
- **Instant Green:** The “start” or “go” signal from the Tree.
- **Red light:** A racer left the start line too early; this results in a loss.

**\*CHASE IS NOT A RACE: If you red light you are disqualified unless your opponent hits the timing system. \***

- **Breakout:** In index or bracket racing the racer made a pass faster than their given “dial in”.
- **Dial in:** An assigned time (self or class) that a car cannot run faster than.

- **Commercially Available**: A product readily available for purchase on the retail market for at least 30 days before a race.
- **Readily Available**: A product that is available for purchase to any consumer via a website, social media, or other brick and mortar establishment. Products available to only “teams or sponsored drivers” are not deemed readily available, therefore they are not allowed at ERCDRA events.
- **Cut lines**: A molded in line that is meant to follow while cutting out the body.
- **Bumpers**: The front and rear most horizontal portions of the body.
- **Main Grill**: Part of the front end in which a grill is imprinted, or sticker is attached representing the “grill” of a car. If there are 2 “grill sections” on a front bumper, the main grill will refer to the bottom of the lowest grill section.
- **Wedge body**: The act of trimming a body to shape it into a wedge, reducing the front surface area.
- **Floating or Direct Mount Body Mounts**: A body mount that attaches directly or indirectly to the front or rear hub or control arm.
- **Chassis Body Mounts**: A body mount that attaches directly to the front and rear of the chassis (these mounts are found on all stock RTR cars).
- **Body Mounting Holes**: A hole in the body used for insertion and capturing of a body post to secure the body to the car. No additional open holes are allowed. Any holes must be taped over or fully covered for racing.
- **Wheelie Bar**: A device attached to the rear of the car that is intended to aid traction and prevent uncontrolled wheelies. A wheelie bar may or may not have a wheel and may not extend more than 14” past the rearmost spot of the lower rear control arm.
- **Grab Bar aka “Burnout Bar”**: A device attached to the rear of a chassis used to carry, or safely hold a car in transport or during a burnout. A grab bar may not extend more than 4” past the rearmost part of the lower rear control arm. The grab bar must be at least 1/2” above a flat and level surface when the rear suspension is fully bottomed out and/or the rear most point of the chassis is touching the ground.
- **RTR**: a complete ready to run car from Traxxas, Associated, or Losi. Aka, the DR10, Drag Slash or 22s Drag Car/Truck.

## Rules That Apply to All Classes

1. **Chassis:**
  - a. 2wd 12-13.5" wheelbase.
  - b. Rear Motor and Mid Motor allowed.
  - c. No 4wd or 4wd to 2wd conversions.
2. **Transmission:**
  - a. Car must use a 3-5 gear transmission (gear box).
  - b. Belts or link conversions not allowed.
3. **Voltage:**
  - a. 8.44 volts is the maximum allowed in any class.
4. **Tires:**
  - a. **Front:** Any commercially available rubber with foam inserts type.
    - i. No O-ring type tires allowed.
    - ii. Minimum Front Diameter is 68mm or 2.68 inches.
  - b. **Rear:** Any commercially available rubber with foam inserts type.
    - i. Treaded and slick style tires allowed.
5. **Wings & Splitters**
  - a. Rear wings, spoilers and side dams may extend off the bodies rear deck a maximum of 3 inches and cannot extend taller than parallel to the roofline.
  - b. Rear spoilers supplied with a body are legal for that body in their intended design.
  - c. Nose splitters may extend a maximum of ½ inch from the edge of the body.
6. **Backup car/chassis**
  - a. Racers are allowed to have a primary and secondary (backup) car/chassis. Each car/chassis must be presented to tech before the first round of qualifying or racing for identification and marking (tamper proof stickers are recommended and can be found on Amazon). If the primary car or chassis becomes damaged beyond repair, the backup car/chassis can be substituted only after notifying tech and the race director. A back up car/chassis can only be used by 1 racer per event, once a backup car/chassis has replaced the primary car/chassis it must be used for the remainder of the event.
7. **Suspension**
  - a. Must have fully articulating suspension arms as found on typical short course trucks using an inner hinge pin/s for attachment to the chassis and outer hinge pin/s for attachment of steering caster block/s and the drive hub/s. This constitutes the use of a maximum total of 8 hinge pins (4 front and 4 rear).
  - b. The use of adjustable rear suspension arms (Customer Works style) for rear toe adjustments are allowed.
  - c. **NO SYSTEM OF SUSPENSION IS ALLOWED THAT INTRODUCES OR ALLOWS FOR ANY FORM OF "Active Toe".**
    - i. This means that the 2024 Exotek Vader is not legal for use in any ERC DRA classes.

**8. Shocks**

- a. Must have 4 shocks, 1 per corner of the suspension.
- b. Must be actively attached to the chassis and suspension arm or hub/caster block assembly.
- c. All 4 shocks must have a minimum of .25 inch or 6.35mm of travel.
  - i. Measurement of travel will be taken from eyelet to eyelet.
    1. The first measurement will be taken with shock fully extended then a second with the shock fully compressed.

## Street Eliminator – Prep Tire

1. **Weight**
  - Minimum ready to run weight is 2060 grams.
2. **Motor**
  - **Motor:** Any commercially available 1/10<sup>th</sup> scale car motor, maximum can size is 550
3. **ESC**
  - **ESC:** Any commercially available ESC
    - Full speed control, timing and tuning allowed.
    - No assist receivers or gyros or any driving assist items allowed.
    - AVC and TSM must be 100% disabled and verified by tech.
4. **Radio**
  - Any commercially available radio is allowed.
5. **Battery**
  - Any commercially available 2S battery.
6. **Tire prep**
  - Tire Prep is allowed.
7. **Conditioner**
  - Any conditioner is allowed.
8. **Adhesion Promoter**
  - Allowed
9. **Body**
  - Must be a realistic looking Drag Car style body.
  - Pro Mod style body allowed.
  - The body must cover all 4 wheels (no buggy style bodies).
  - Wheel well must be cut to expose a minimum of half of the wheel face.
    - The wheel nut must also be fully visible.
  - **Rear Body Cutouts**
    - The rear most section of the body (valance/bumper panel) may be removed to mount a spoiler.
    - Must retain the original rear side quarter panels, trunk lid and/or truck bed.
  - **Body Holes**
    - A maximum of 4 holes can be made for mounting, no larger than ½” at any location on the body.
    - Window cutouts are not allowed.
    - Extra holes must be covered with tape or stickers.
  - **Body Mounts**
    - Floating, Direct, and Chassis body mounts are allowed.

**10. Wheelie Bar**

- Allowed
  - May not extend more than 14" past the rearmost spot of the lower rear control arm.
  - Maximum wheel size is 1.5" in diameter.

**11. Grab or Burnout Bar**

- Allowed
  - May not extend more than 4" past the rearmost part of the lower rear control arm. The grab bar must be at least 1/2" above a flat and level surface when the rear suspension is fully bottomed out and/or the rear most point of the chassis is touching the ground.

**12. Burnout**

- Allowed
  - Must take place in designated burnout area, not at the starting line.



## *Super Street – No Prep*

1. **Weight**
  - Minimum ready to run weight is 2400 grams.
2. **Motor**
  - **Motor:** Any commercially available 1/10<sup>th</sup> scale car 2-pole motor, maximum can size is 540.
3. **ESC**
  - **ESC:** Any commercially available ESC
    - Full speed control, timing and tuning allowed.
    - No assist receivers or gyros or any driving assist items allowed.
    - AVC and TSM must be 100% disabled and verified by tech.
4. **RTR Electronics**
  - The Drag Slash and Losi 22s RTR Motors are both eligible for use in Super Street. However, they must be paired with either of the matching RTR ESC's.
5. **Radio**
  - Any commercially available radio is allowed.
6. **Battery**
  - Any commercially available 2S battery, 9000 Mah maximum.
7. **Tire prep**
  - Tire Prep is NOT allowed.
8. **Conditioner**
  - Only ERCDRA Approved Conditioners may be used.
  - The full list is available in Appendix B.
    - If a racer presents a conditioner to tech that has not been tested and listed by ERCDRA, they must request testing via the method outlined in Appendix B prior to the race/event starting.
  - **The use of any unapproved conditioners in this class will result in an immediate DQ for the event.**
9. **Adhesion Promoter**
  - Not Allowed
10. **Body**
  - Must be a realistic looking Drag Car style body chosen from the approved body list found in Appendix A.
  - The body must cover all 4 wheels (no buggy style bodies).
  - When available, wheel wells must be cut to the “cutline”.
  - When not available, Wheel well must be cut to expose the entire wheel face.
  - Front: The main grill must remain fully intact.
  - No wedge cutting of the body.
  - **Rear Body Cutouts**
    - The rear most section of the body (valance/bumper panel) must be cut to the “cutline.”
    - Must keep the original rear side quarter panels, trunk lid and/or truck bed.

- **Body Holes**

- A maximum of 4 holes can be made for mounting, no larger than ½” at any location on the body.
- Window cutouts are not allowed.
- Extra holes must be covered with tape or stickers.

**11. Body Mounts**

- Floating, Direct and Chassis body mounts are allowed.

**12. Wheelie Bar**

- Not Allowed

**13. Grab or Burnout Bar**

- Allowed

- May not extend more than 4” past the rearmost part of the lower rear control arm. The grab bar must be at least 1/2” above a flat and level surface when the rear suspension is fully bottomed out and/or the rear most point of the chassis is touching the ground.

**14. Burnout**

- Allowed

- Must take place on designated surface.
  - Racing surface, or designated mat/carpet provided by the race director.
- A “tire chirp” may take place on the starting line.
  - A bump of the throttle lasting less than 3 seconds allowing the tires to “chirp”.

## Outlaw 10.5 – No Prep

1. **Weight**
  - Minimum ready to run weight is 2400 grams.
2. **Motor**
  - **Motor:** Only a ROAR approved 10.5 Turn motor is allowed.
3. **ESC**
  - **ESC:** Any commercially available ESC
    - Full speed control, timing and tuning allowed.
    - No assist receivers or gyros or any driving assist items allowed.
    - AVC and TSM must be 100% disabled and verified by tech.
4. **Radio**
  - Any commercially available radio is allowed.
5. **Battery**
  - Any commercially available 2S battery, 9000 Mah maximum.
6. **Tire prep**
  - Tire Prep is NOT allowed.
7. **Conditioner**
  - Only ERCDRA Approved Conditioners may be used.
  - The full list is available in Appendix B
    - If a racer presents a conditioner to tech that has not been tested and listed by ERCDRA, they must request testing via the method outlined in Appendix B prior to the race/event starting.
  - **The use of any unapproved conditioners in this class will result in an immediate DQ for the event.**
8. **Adhesion Promoter**
  - Not Allowed
9. **Body**
  - Must be a realistic looking Drag Car style body.
  - Pro Mod style body allowed.
  - The body must cover all 4 wheels (no buggy style bodies).
  - Wheel well must be cut to expose a minimum of half of the wheel face.
    - The wheel nut must also be fully visible.
  - **Rear Body Cutouts**
    - The rear most section of the body (valance/bumper panel) may be removed to mount a spoiler.
    - Must keep the original rear side quarter panels, trunk lid and/or truck bed.
  - **Body Holes**
    - A maximum of 4 holes can be made for mounting, no larger than ½” at any location on the body.
    - Window cutouts are not allowed.
    - Extra holes must be covered with tape or stickers.

**10. Body Mounts**

- **Only** Chassis body mounts are allowed.

**11. Wheelie Bar**

- Allowed
  - May not extend more than 14" past the rearmost spot of the lower rear control arm.
  - Maximum wheel size is 1.5" in diameter.

**12. Grab or Burnout Bar**

- Allowed
  - May not extend more than 4" past the rearmost part of the lower rear control arm. The grab bar must be at least 1/2" above a flat and level surface when the rear suspension is fully bottomed out and/or the rear most point of the chassis is touching the ground.

**13. Burnout**

- Allowed
  - Must take place on designated surface.
    - Racing surface, or designated mat/carpet provided by the race director.
    - A "tire chirp" may take place on the starting line.
      - A bump of the throttle lasting less than 3 seconds allowing the tires to "chirp".

## *Pro stock – No Prep – No Conditioner*

1. **Chassis**
  - Stock Drag Slash, Losi 22s Drag, or DR10 Chassis is allowed.
2. **Motor**
  - Stock Drag Slash, Losi 22s Drag, or DR10 Motor is allowed.
3. **ESC**
  - Stock Drag Slash, Losi 22s Drag, or DR10 ESC is allowed.
4. **Radio**
  - Stock Drag Slash, Losi 22s Drag, or DR10 Remote is allowed.
5. **Battery**
  - Any commercially available 2S battery, 9000 Mah maximum.
6. **Tire prep**
  - Tire Prep is NOT allowed.
7. **Conditioner**
  - Conditioner is NOT Allowed.
8. **Adhesion Promoter**
  - Not Allowed
9. **Body**
  - Any of the Drag Slash or Losi 22s Drag Bodies are eligible.
    - RTR F100
    - RTR 69 Camaro
    - RTR C10
    - RTR Fox body
  - **Rear Body Cutouts**
    - The rear most section of the body (valance/bumper panel) Must be cut as they are from the factory.
    - Must keep the original rear side quarter panels, trunk lid and/or truck bed.
  - **Body Holes**
    - A maximum of 4 holes can be made for mounting, no larger than ½” at any location on the body.
    - Window cutouts are not allowed.
    - Extra holes must be covered with tape or stickers.
10. **Body Mounts**
  - **Only** RTR Chassis body mounts are allowed.

**11. Wheelie Bar**

- Allowed
  - RTR Wheelie bar only

**12. Grab or Burnout Bar**

- The stock RTR wheelie bar may be cut or modified into a Grab bar.
  - May not extend more than 4" past the rearmost part of the lower rear control arm. The grab bar must be at least 1/2" above a flat and level surface when the rear suspension is fully bottomed out and/or the rear most point of the chassis is touching the ground.

**13. Burnout**

- Allowed
  - Must take place on designated surface.
    - Racing surface, or designated mat/carpet provided by the race director.
  - A "tire chirp" may take place on the starting line.
    - A bump of the throttle lasting less than 3 seconds allowing the tires to "chirp".

## *Bracket – Prep Allowed*

1. **Weight**
  - The minimum ready to run weight is 2060 grams.
2. **Motor**
  - **Motor:** Any commercially available 1/10<sup>th</sup> scale car motor, maximum can size is 550
3. **Esc**
  - **ESC:** Any commercially available ESC
    - Full speed control, timing and tuning allowed.
    - No assist receivers or gyros or any driving assist items allowed.
    - AVC and TSM must be 100% disabled and verified by tech.
4. **Radio**
  - Any commercially available radio is allowed.
5. **Battery**
  - Any commercially available 2S battery
6. **Tire prep**
  - Tire Prep is allowed.
7. **Conditioner**
  - Any conditioner is allowed.
8. **Adhesion Promoter**
  - Allowed
9. **Body**
  - Must be a realistic looking Drag Car style body.
  - Pro Mod style body allowed.
  - Body must cover all 4 wheels (no buggy style bodies)
  - Wheel well must be cut to expose a minimum of half of the wheel face.
    - The wheel nut must also be fully visible.
  - **Rear Body Cutouts**
    - The rear most section of the body (valance/bumper panel) may be removed to mount a spoiler.
    - Must retain the original rear side quarter panels, trunk lid and/or truck bed.
  - **Body Holes**
    - A maximum of 4 holes can be made for mounting, no larger than ½” at any location on the body.
    - Window cutouts are not allowed.
    - Extra holes must be covered with tape or stickers.
  - **Body Mounts**
    - Floating, Direct and Chassis body mounts are allowed.

**10. Wheelie Bar**

- Allowed
  - May not extend more than 14" past the rearmost spot of the lower rear control arm.
  - Maximum wheel size is 1.5" in diameter.

**11. Grab or Burnout Bar**

- Allowed
  - May not extend more than 4" past the rearmost part of the lower rear control arm. The grab bar must be at least 1/2" above a flat and level surface when the rear suspension is fully bottomed out and/or the rear most point of the chassis is touching the ground.

**12. Burnout**

- Prep Tire
  - Allowed: Must take place in designated burnout area, not at the starting line
- No Prep Tire
  - A "tire chirp" may take place on the starting line.
    - A bump of the throttle lasting less than 3 seconds allowing the tires to "chirp".



## Index – Prep Allowed

1. **Weight**
  - Minimum Ready to run weight is 2060 grams.
2. **Motor**
  - **Motor:** Any commercially available 1/10<sup>th</sup> scale car motor, maximum can size is 550
3. **Esc**
  - **ESC:** Any commercially available ESC
    - Full speed control, timing and tuning allowed.
    - No assist receivers or gyros or any driving assist items allowed.
    - AVC and TSM must be 100% disabled and verified by tech.
4. **Radio**
  - Any commercially available radio is allowed.
5. **Battery**
  - Any commercially available 2S battery
6. **Tire prep**
  - Tire Prep is allowed.
7. **Conditioner**
  - Any conditioner is allowed.
8. **Adhesion Promoter**
  - Allowed
9. **Body**
  - Must be a realistic looking Drag Car style body.
  - Pro Mod style body allowed.
  - Body must cover all 4 wheels (no buggy style bodies)
  - Wheel well must be cut to expose a minimum of half of the wheel face.
    - The wheel nut must also be fully visible.
  - **Rear Body Cutouts**
    - The rear most section of the body (valance/bumper panel) may be removed to mount a spoiler.
    - Must retain the original rear side quarter panels, trunk lid and/or truck bed.
  - **Body Holes**
    - A maximum of 4 holes can be made for mounting, no larger than ½” at any location on the body.
    - Window cutouts are not allowed.
    - Extra holes must be covered with tape or stickers.
  - **Body Mounts**
    - Floating, Direct and Chassis body mounts are allowed.

**10. Wheelie Bar**

- Allowed
  - May not extend more than 14" past the rearmost spot of the lower rear control arm.
  - Maximum wheel size is 1.5" in diameter.

**11. Grab or Burnout Bar**

- Allowed
  - May not extend more than 4" past the rearmost part of the lower rear control arm. The grab bar must be at least 1/2" above a flat and level surface when the rear suspension is fully bottomed out and/or the rear most point of the chassis is touching the ground.

**12. Burnout**

- Prep Tire
  - Allowed: Must take place in designated burnout area, not at the starting line
- No Prep Tire
  - A "tire chirp" may take place on the starting line.
    - A bump of the throttle lasting less than 3 seconds allowing the tires to "chirp".

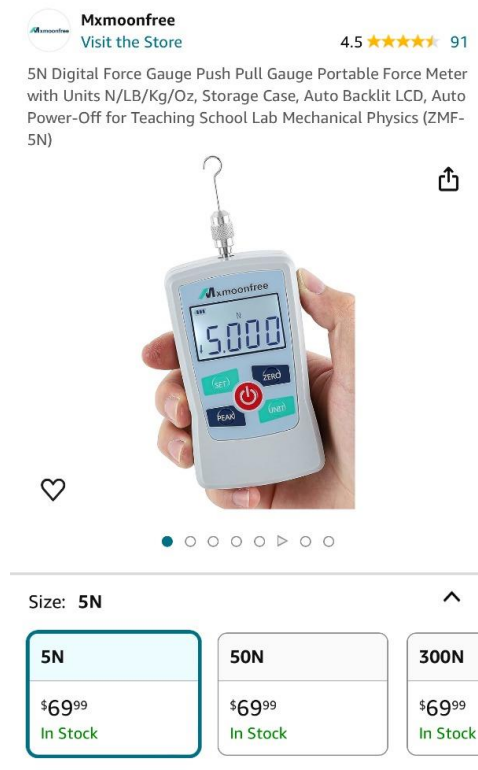
## Appendix A – Approved Super Street Bodies

<b><u>Shark</u></b>	<b><u>J Concepts</u></b>	<b><u>Bitty Design</u></b>	<b><u>Losi</u></b>
Black Widow	22 Copo	Viper	69 Camaro RTR Body
Bullseye	18 Mustang	M550	f100 RTR Body
Mo Pow'r	87 Camaro Iroc		
Trans Slam	63 Falcon	<b><u>Proline</u></b>	<b><u>Traxas</u></b>
Mako	19 ATS-V	99 Mustang	C10 Drag Slash RTR Body
	87 Grand National	72 C10	Fox body Drag Slash RTR Body
<b><u>Racer RC</u></b>	57 Bel Air	78 Malibu	
Cam 22	67 Camaro	67 Mustang	
	66 Nova	Drag Bird Pro355800	
<b><u>Drive RC</u></b>	66 C10	70 Judge	
4th Gen type c	67 Chevelle	70 Charger	
Catfish 2.0	91 Mustang	Toyota Tundra PRO 347600	
Drag Bird		66 f100	
G Body	<b><u>Parma</u></b>		
Supra Import	Any Parma Body		
Terminator			

## Appendix B – Tire Test for all “No-Prep” Classes

### The Equipment:

The force gauge pictured with the included flat surface attachment it to be used to test all “No Prep” classes.



### The Process:

1. Following the packaged instructions, place the gauge in to “oz” mode.
2. Place the flat surface attachment flat against the surface of the tire.
  - a. Note: Place no additional force, just let gravity hold the gauge against the tire
3. Pull the gauge away from the tire in one smooth motion.

Note: The ERCDRA recommended maximum is a reading of **13oz**. However, this may be adjusted by a race director depending on weather conditions and local needs.

**You may not agree with our definition or 2024 process. We had to start somewhere and eliminating this process is currently the most consistent and “fair” that has been created. Credit for this process goes to “The Dry Tire Racers Association”.**