

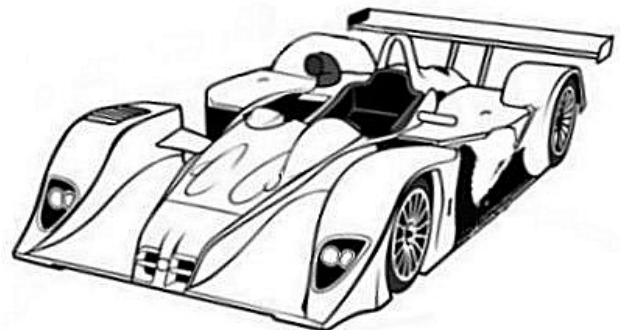
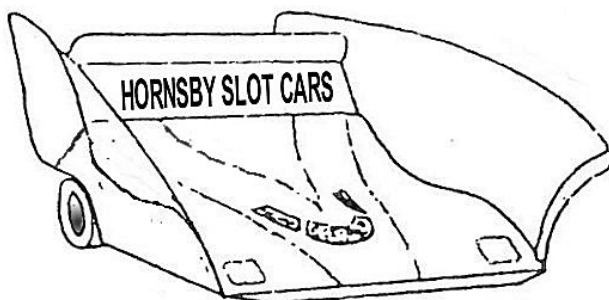
# Hornsby Slot Car Raceway

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Is proud to present the

# 25<sup>th</sup> Annual Australian National Slot Car Championships

10<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup> April 2009



## DEAR SLOT CAR RACER

Hornsby Slot Cars has the great pleasure in welcoming you to the 25<sup>th</sup> Australian National Slot Car Titles. This year's racing program will cater for 9 classes and has been designed to run from Wednesday evening starting at 8pm with OMO Spray Goo as a warm up race, this is becoming a popular class with the racers. First up on Thursday Evening at 7pm we will Race 16D Utes, this becoming very popular with racers young and old. (The 6.5 sec breakout provides some of the closest racing you will ever get to experience).

Friday Morning at 9am Super 16D V8 Flexicars followed in the afternoon by Group 10 Super Wasp GTPs, then in the evening we step up the pace with Group12 GTP class.

Wingcar racing starts Saturday with Wing 12's followed by those often maligned International 15's after which an annual general meeting will be held, then in the evening at 7pm Group 27 will start with qualifying then racing till the semis, (16 semi cars will be impounded until 8am Sunday morning)

Sunday is earmarked for G-27 at 9.00 am where the semis and final will be completed, we then start mid afternoon with Group 7.

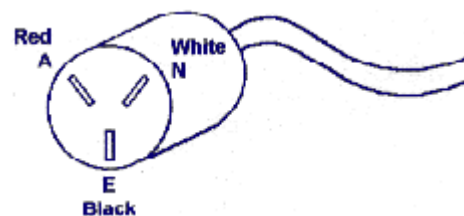
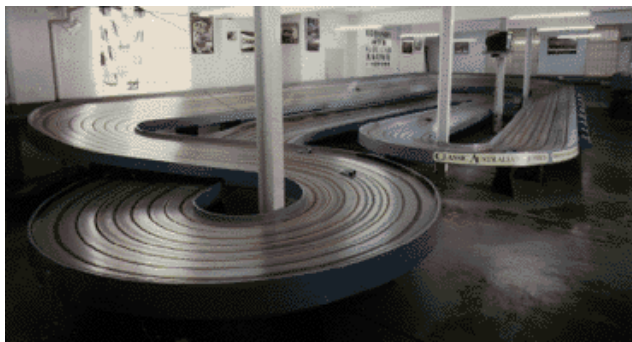
Trophies for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in each class and a Concourse de Elegance trophy will be up for grabs. Once again we look forward to catching up with you and hope you will enjoy the racing.

Regards

James and Wayne

Hornsby Slot Cars P/L

**TRACK** –182' Johnson Hill Climb – designed and built by Garry Johnson in 1993, it has 4.5" lane spacing, variable voltage settings, right-hand braid negative, grey finish and international lane colours. Power available for all classes will be provided by 5 x 200 A.H. 12V deep cycle batteries and a bulldog power supply. Track voltage approximately 14 volts. The power available for Group 27 and Open during qualifying will be 5 x 200 A.H. 12 V batteries with an additional 2 volt battery in series. Track voltage approximately 16 volts. During GP.27 and Open racing, the 2 V battery will be disconnected.



## ACCOMMODATION:-

Blue Gum Hotel (within walking distance)  
55 Pacific Highway  
Waitara NSW 2077  
Phone – 02 9489 3220

Ascot Inn (5 mins by car)  
Cnr. Pacific Hwy and Pearce's Corner  
Wahroonga NSW 2076  
Phone – 02 9487 3355

Mount Kuring-Gai Motel (10 minutes by car)  
705 Pacific Hwy  
Mt Kuring-gai NSW  
Phone - 02 9457 9393

Wahroonga Spanish Motel (5 minutes by car)  
33 Pacific Highway  
Wahroonga NSW 2076  
Phone - 02 9487 3122

Hotel Ibis Thornleigh (10 mins by car)  
200-212 Pennant hills Road  
Thornleigh NSW 2120  
Phone - 02 9481 7500

**CLASSES -** Standard 16D Brute Utes  
 Super 16D V8 Flexicars  
 Group10 GTP  
 Group12 GTP

Group 12 Wingcars  
 International 15 Wingcars  
 Group 27 Wingcars  
 Group 7 Open Wingcars

One Motor Open (OMO)

**TIMETABLE –**

<b>Wednesday April 8th</b>	8.00 am	Raceway opens Practice
	7.30pm	One Motor Open warm up race - Entries Close/Scrutineering
	8.00pm	Race
<b>Thursday April 9th</b>	8.00 am	Raceway Opens Practice
	6.30pm	16D Brute Utes - Entries Close/Scrutineering
	7.00pm	Racing commences, no qualifying, entries seeded into heats 6.5sec breakout applies with 1 lap penalty
<b>Friday April 10<sup>th</sup></b>	8.00 am	Raceway Opens Practice
	8.30 am	Gp 10 S/16D V8 Flexicars - Entries Close/Scrutineering
	9.00 am	Qualifying then Race
	1.30 pm	Gp 10 Superwasp GTP - Entries Close/Scrutineering
	2.00 pm	Qualifying then Race
	6.30 pm 7.00 pm	Group 12 GTPs - Entries Close/Scrutineering Qualifying then Race
<b>Saturday April 11<sup>th</sup></b>	8.00 am	Raceway Opens Practice
	8.30 am	Group 12 Wingcars - Entries Close/Scrutineering
	9.00 am	Qualifying then Race
	1.30 pm	Int 15 Entries Close/Scrutineering
	2.00 pm	Qualifying then Race
<b>Annual General Meeting after end Int 15 Final</b>		
<b>Sunday April 12<sup>th</sup></b>	6.30 pm	Group 27 - Entries Close/Scrutineering
	7.00 pm	Qualifying then heats 16 cars from semi impounded until 8am Sunday morning
	8.00am	Raceway Open
	8.30am	Practice Group 27 only
	9.00am	Group 27 Wingcars - Semis and Final
	3.30pm	GP7/Pro Entries close/scrutineering
	4.00pm	Qualifying then Race

No event shall start before its advertised time. There will be a minimum, 5 minutes between heats and 10 minutes between the final heat and the main. The timetable will be adjusted accordingly.

**25<sup>th</sup> Annual Australian Slotcar Championships**  
**1/24 Scale Competition Rules 2009**  
**General Rules – All Classes**

**Race Entry –**

- Entries for all classes will be accepted from 12.00 midday on Thursday April 9<sup>th</sup>, 2009
- Drivers may compete in any or all events
- An entrant for any event shall be deemed to consist of one driver and one car. The entrant having paid their entry fees for an event shall comply with the regulations as set down and abide by the decisions of the race director.

**Cars and Scrutineering –**

- Cars must comply with the specifications for their class and any relevant general rules at all times while racing.
- All repairs and replacement components must comply with the specifications for the relevant class.
- Any component may be replaced with the exception of the chassis and body.
- Cars will be inspected prior to qualifying and before all finals.
- After preliminary inspection all cars will be impounded until required for qualifying/racing.
- Cars may be inspected at any time at the discretion of the race director.
- Any car may be required to undergo a tear down inspection after racing.
- The scrutineer's interpretation of the rules shall be final. The scrutineer is also empowered to rule on any area of a cars construction not specifically covered by the rules.

**Controllers and Driving –**

- Any controller device may be used as long as it does not increase voltage to the track. The race director may inspect controllers at his discretion.
- Any device which is found to interfere with the track computer system shall be banned from the event.
- Only the entered driver may operate any device which controls their car on the track. There must be no outside assistance in the operation of controllers, chokes etc.
- Drivers must stand at the control panel for their lane when driving. Special consideration will be given to disabled drivers.
- Only drivers competing in the current race will be allowed at the drivers panel.

**Driver Conduct –**

- Drivers and their pit crews are expected to conduct themselves in a **professional manner** at all times. Abusive, offensive or unsportsmanlike conduct directed at other drivers, marshals, or the race director will result in immediate penalties being imposed which may include immediate disqualification from the event. Drivers are also cautioned that they are responsible for the actions of their pit crews.

**Marshalling –**

- Drivers will be advised of their marshalling duties by the race director. Failure to perform required duties will result in a penalty.
- Entrants must marshal the semi/quarter/heat/consie after their own.
- The drivers from the last semi/quarter/heat/consie will marshal the first semi/quarter/heat/consie.
- Drivers who are unable to marshal due to a disability are required to nominate an acceptable substitute

**Black Flag –**

- The race director will demand the removal from the track of any car which is dragging on the track, interfering with other cars or continually **deslotting**. The car may be repaired and returned to the track. If the problem continues the black flag will be enforced again.

**Penalties –**

- If required, the race director will apply penalties for rule infractions. Penalties may range from warnings to exclusions from the event according to the severity of the offence.

**Smoking and Alcohol –**

- In the interests of safety and health there will be **No Smoking or Alcohol** within the raceway.

### Guide & Lead Wire –

- Only one guide per car.
- Guide clips may be used.
- Any lead wire may be used.

### Front Wheels –

- All cars must be fitted with two front wheels located in a normal chassis position. Min. dia. ½” /12.7mm
- Must be equipped with rubber type tyres. (full rubber type wheels are acceptable for GTP12 and winged classes).
- Must contact the track surface before any part of the chassis when car rocked from side to side.

### Rear Wheels –

- Any colour/compound rear wheels may be used.
- Minimum starting diameter – 0.700”

### Bodies –

- An entrant may only use one body per class. Air control devices on wing cars may be replaced if damaged during race.
- All bodies used must be commercially available.
- Bodies must cover the entire chassis and guide. No parts other than rear wheels may protrude.
- Where a particular body or range of bodies is specified they must not be cut above the manufacturers intended cut line.
- Bodies must be painted to appear opaque with the exception of windows, which must be left clear. Front wheel arches must also be left clear or cut out so that front wheels are clearly visible.
- Interiors, where required, must be painted in a minimum of three colours so as to **maintain an appearance of realism** and be of a correct scale and size to cover the entire inside of the car from front to rear and side to side windows.
- Bodies may be reinforced with tape and/or other suitable materials.
- Air control devices on wing cars must be clear or translucent although stickers, stripes and tape may be added.
- Front edges on side dams should be taped to avoid injury to marshals and spectators.
- Maximum height (winged cars) – 63.5mm
- Maximum front diaphragm length – 12.7mm. Diaphragms permitted on and Group 12 GTP/WSC but must not protrude beyond original body work.

### Track Clearance and Width –

Category	Minimum Track Clearance -	Maximum width –
Standard Flexikars	0.047” 1.19mm	85mm
Group 10 Sedan	0.047” 1.19mm	85mm
Group 12 GTP	0.047” 1.19mm	85mm
Group 12 Wingcars	0.062” 1.56mm	83mm
Int 15	0.062” 1.56mm	83mm
Group 27	0.062” 1.56mm	83mm
Open	0.062” 1.56mm	83mm

- Clearance checking will be performed on a flat tech block
- All Sedan classes must meet the minimum track clearance of 0.047” at the rear of the car, at the start of any race. Maximum width is 85mm excluding body pins.
- All Wing car classes must meet the minimum track clearance of 0.062” at the rear of the car, at the start of any race. Maximum width is 83mm excluding body pins.
- After the first heat, the minimum track clearance under the chassis of ALL cars is .032”.
- Any car with a clearance less than .032” at the beginning of any heat will have to be rectified and then have the clearance rechecked under the Green Flag racing condition.
- The rear of the car includes all parts of the motor, chassis, bracing and gears etc.
- No chassis part may be engineered or designed to hinge lower or start lower than the fixed main rails or centre pans of the chassis.
- The front edges of any chassis must have no sharp edges. They must be chamfered or radiused to avoid any track damaged.
- The track braid is set to .010” below the track surface.

## **Gooing –**

- Sedan Classes (Standard Flexikars Gp 10, Gp 12 GTP) – The track will be conditioned by the race director prior to the commencement of qualifying and as deemed necessary between races. No other traction compounds may be applied to the track. It has been found that the use of natural rubber compound tyres leads to a build up of rubber on the track, which can make racing conditions most unpredictable. If this should occur the race director may choose to clean and condition the affected areas between races.
- Winged Classes (OMO, Gp 12, Int15, Grp 27, Open) – OMO and Group 12 are spray goo events and the track will be conditioned by the race director prior to the commencement of practice and as deemed necessary for qualifying and racing. For Int15, G27/7, traction compounds may be applied to the track in the designated zones before racing and during lane changes. Rolling or padding traction compound beyond designated zone in a forward motion is permitted. Traction compounds may be removed while racing is in progress but only by the driver. Care must be taken not to interfere with cars on other lanes.

## Race Procedure

### Qualifying –

- Qualifying will be run in reverse order of entry. Each entrant will be given a timed run to record their fastest lap which will determine their starting position in the heats. See class rules for details of time allowed. 16D entries will be seeded randomly into heats.

### Format –

- All entrants will contest a series of consies, heats, quarterfinals, semi-finals and final dependant on the number of entries.
- All races designated as “consies” will be contested over 4 lanes only, running on either the red set ie. red, green, blue, purple or the black set ie., black, yellow, orange, white. All other races will be contested over 8 lanes.
- All races will be on a “move up” basis. The following schedule has been adopted to ensure that a minimum of four drivers will move up from each race. See class rules for heat and lane change times.
- 1 to 8 entries: Final only
- 9 Entries: One heat and final. Fastest qualifier into final – top 7 in heat move up.
- 10 to 16 entries: Two semis and final Top 4 in each semi move up.
- 17 to 20 entries: one heat, two semis and final. Fastest 12 qualifiers into semis – top 4 in heat move up.
- 21 to 24 entries: Two heats two semis and final. Fastest 8 qualifiers into semis – top 4 in each heat move up.
- 25 to 32 entries: Four quarterfinals, two semis and final. All entrants start in quarterfinals – top 4 in each move up.
- 33 to 36 entries: One consie, four quarterfinals, two semi and final. Fastest 28 qualifiers into quarterfinals – top 4 in consie move up.
- 37 to 40 entries: Two consies, four quarter finals, two semis and final. Fastest 24 qualifiers into quarter finals – top 4 in each consie move up.
- 40+ entries: Fastest 16 qualifiers into quarterfinals. All other drivers will be seeded into a number of consies with the top 4 lap scorers in each consie moving up to the next stage in the race schedule.
- Lane choice will be determined by either qualifying position or position from previous heat.

### Lap Counter –

- The “Johnson Racing Systems” computer system (Version 4.0) will be used for all events. This system incorporates the following unique features which drivers must be aware of.
- Rider Detection – The system will implement an automatic “track call” if it detects a lap time shorter than a pre-programmed time delay and the lap is not counted. This time delay is usually set to 1/10<sup>th</sup> of a second shorter than the fastest qualifier. Cars which cross the lap counter on the wrong lane causing such a “track call” will be replaced on the correct lane immediately before the lap counter, thereby eliminating any gained or lost laps. Drivers should also be aware that the system treats each bracket as a continuation of the preceding bracket. Therefore if a car is moved forward on the track during a lane change it will trigger a short lap “track call” when it crosses the lap counter. If this should happen then the offending car will not be credited with the lap and will restart from where if stopped. This is effectively a one lap penalty for cheating on lane changes.
- Short Lap - Drivers should be aware that the “JRS” system treats each bracket as a continuation of the preceding bracket. Therefore if a car is moved forward on the track during a lane change, it will trigger a "Short Lap" when it crosses the lap counter. If this should happen then the offending car will not be credited with the lap and will restart from where it stopped. This is effectively a one lap penalty for cheating on lane changes. Caution: drivers should also be aware if their car has rolled on excessively at the end of a lane change, this could also trigger a “Short Lap” and thus the offending car will not be credited with the lap and will restart from where it stopped.
- Time Factor – At the end of the last bracket for each race all cars must continue until they cross the lap counter. As each car crosses the lap counter the power of their lane is shut off by the computer. This eliminates the need to take footage and means that all positions on the computer are correct at the end of racing. Each car is given a time factor which is the time from when the bracket expired to when the car crossed the lap counter (accurate to 1,000<sup>th</sup> of a second). Drivers must be aware that the race does not finish until they cross the lap counter or a maximum of 10 seconds expires.

### Track Calls –

- Track Calls will be initiated only in the following circumstances – Automatic rider track call; Cars off in main straight, bank or bridge, unmarshalable car; A marshal has too many cars off to cope with; Marshal not in position; Track fault.
- It should be noted that the intention of the race director will be to maintain fair racing conditions.

## STANDARD FLEXIKAR 16D UTE SPECIFICATIONS

Entry Fee - \$20.00

### Race Duration -

- Qualifying Entrants seeded randomly by XL spreadsheet
- Consie 2 minutes brackets with 6.5 sec breakout/1 minute lane change
- Heats 2 minutes brackets with 6.5 sec breakout/1 minute lane change
- Quarter Final 2 minutes brackets with 6.5 sec breakout/1 minute lane change
- Semi Final 2 minutes brackets with 6.5 sec breakout/90sec lane change
- Final 3 minutes brackets with 6.5 sec breakout/2 minute lane change

**Body –** Permitted Bodies - GT 225 Falcon AU Ute D/Wing & GT 226 Commodore VU Ute D/wing  
GT 311,326 BA & GT 319,323 VY Utes and Sunset VL Walkinshaw “Üte”

- Rear wings must be in place at all times during racing.
- Full interiors required.

**Chassis –** Any Parma, Pro Slot, Champion, JK, Mosetti or Slotworks pressed steel Group 10 type chassis may be used. All original dimensions, mounting points and basic configuration must be retained with the following exceptions.

- Plating may be removed to facilitate soldering of chassis parts.
- Rear axle tube and/or wire motor brace or S7-390 EDM Brace may be added. Motor may be soldered in.
- Rear axle height may be altered providing no material other than plating is removed from the chassis.
- Body tape may be used to aid chassis performance.
- Front axle may be soldered in place or braced with wire to prevent rotation.
- Maximum front axle diameter - .062”.
- Front wheel retainers may be substituted and/or soldered in place.

### Rear Axle –

- 1/8<sup>th</sup> solid only.
- Oilite type bushing only, may be soldered or glued in place.

### Gears –

- Any unmodified 48D.P. Gears.
- Pinion size restricted to 8 or 9 teeth only.

### Motor –

- Parma #500, #501, #502 Standard, Deathstar, or Super 16D setup, #498 or #499 ROTOR Setup, or Fastones Midnight 2AT, Proslot PS-2100 or RJR/Viper “D” adjustable timing setup are permitted.
  - Must use all original hardware including endbell, brush hoods, buss bars and spring posts.
  - Endbell and hardware may not be modified in any way with the exception of honing the hoods to fit “Big Foot”
- Motor Brushes
- Endbell hardware screws and endbell to can mounting screws may be added and or substituted.
  - Can may not be modified except for the following.
    - Notching for axle clearance
    - Removal of plating to facilitate soldering motor in position.
    - Oilite hole may be centred.
  - Oilite type bushings only – may be soldering and/or glued in position.
  - Magnets must be original type for setup and may only be located by original retainers. A small amount of glue is permissible to stop fore and aft movement in can.
  - Magnets may be remagnetised.
  - Any motor brushes may be used with exception of pre-shunted brushes.
  - Any brush springs may be used.
  - Shunt wire and springs insulation are prohibited.
  - Permitted armatures – any Parma , PSE, or Aftermarket Blueprinted 16D “Hong Kong” type armature with a minimum stack length of .600” and a minimum diameter of .510”, wound with a minimum of 60 series wound turns of 30 gauge (AWG) Timing may be adjusted.
  - Armature spacers and commutator truing are permitted.

## GROUP 10 SUPER 16D V8 SEDAN SPECIFICATIONS

**Entry Fee - \$20.00**

### **Race Duration -**

- Qualifying 1 minute/no byes-power setting #2 for qualifying and racing
- Consie 2 minutes brackets/1 minute lane change
- Heats 2 minutes brackets/1 minute lane change
- Quarter Final 2 minutes brackets/1 minute lane change
- Semi Final 2 minutes brackets/90 sec lane change
- Final 3 minutes brackets/2 minute lane change

**Body – Permitted Bodies -** Sunset 'VR' Commodore (fixed and separate wing)  
Sunset 'VS' Commodore  
Sunset 'EF' Falcon (fixed and separate wing)  
Sunset 'El' Falcon  
G.T. Falcon AU & BA & Commodore VT, VX & VY

- Rear wings must be in place at all times during racing.
- Full interiors required.

**Chassis –** Any Parma, Pro Slot, Champion, JK, Mosetti or Slotworks pressed steel Group 10 type chassis may be used. All original dimensions, mounting points and basic configuration must be retained with the following exceptions.

- Plating may be removed to facilitate soldering of chassis parts.
- Rear axle tube and/or wire motor brace or S7-390 EDM Brace may be added. Motor may be soldered in position.
- Rear axle height may be altered providing no material other than plating is removed from the chassis.
- Body tape may be used to aid chassis performance. Body clips only.
- Front axle may be soldered in place or braced with wire to prevent rotation.
- Maximum front axle diameter - .062".
- Front wheel retainers may be substituted and/or soldered in place.

### **Rear Axle –**

- 1/8<sup>th</sup> solid only.(unmodified)
- Oilite type bushing only, may be soldered or glued in place.

### **Gears –**

- Any unmodified 48D.P. Gears.
- Pinion size unlimited.

### **Motor –**

- Parma #500,#501,#502 Standard, Deathstar, or Super 16D setup, #498 or #499 ROTOR Setup, or Fastones Midnight 2AT, Proslot PS-2100, or RJR "D" adjustable timing setup are permitted.
- Must use all original hardware including endbell, brush hoods, buss bars and spring posts.
- Endbell and hardware may not be modified in any way with the exception of honing the hoods to fit "Big Foot" Motor Brushes
- Endbell hardware screws and endbell to can mounting screws may be added and or substituted.
- Can may not be modified except for the following.
  - Notching for axle clearance
  - Removal of plating to facilitate soldering motor in position.
  - Oilite hole may be centred.
- Oilite type bushings only – may be soldering and/or glued in position.
- Magnets must be original type for setup and may only be located by original retainers. A small amount of glue is permissible to stop fore and aft movement in can.
- Magnets may be remagnetised.
- Any motor brushes may be used with exception of pre-shunted brushes.
- Any brush springs may be used. Shunt wire and springs insulation are prohibited.
- Permitted armatures – any Parma , PSE, Proslot, RJR/Viper or Slotworks Super 16D armature with a minimum stack length of .490" and a minimum diameter of .520", wound with a minimum of 60 series wound turns of 28 gauge (AWG)
- Armature spacers and commutator truing are permitted.

## GROUP 10 SUPERWASP GTP SPECIFICATIONS

**Entry Fee - \$20.00**

### **Race Duration -**

- Qualifying 1 minute/no byes-power setting #2 for qualifying and racing
- Consie 2 minutes brackets/1 minute lane change
- Heats 2 minutes brackets/1 minute lane change
- Quarter Final 2 minutes brackets/1 minute lane change
- Semi Final 2 minutes brackets/90 sec lane change
- Final 3 minutes brackets/2 minute lane change

**Body –** Permitted Bodies - Sunset-Porsche Extreme  
JK 7014B or GT Ultimate Peugeot  
PSE 70506 Intrepid S.S. PSE 70519 Ultimate Intrepid. Full 3D interiors required.

**Chassis –** Any Parma, Pro Slot, Champion, JK, Mosetti or Slotworks pressed steel Group 10 type chassis may be used. All original dimensions, mounting points and basic configuration must be retained with the following exceptions.

- Plating may be removed to facilitate soldering of chassis parts.
- Rear axle tube and/or wire motor brace or S7-390 EDM Brace may be added. Motor may be soldered in position.
- Rear axle height may be altered providing no material other than plating is removed from the chassis.
- Chassis may be braced with wire and weight added.
- Brass “pin” tube to a maximum length of 15mm may be fitted to each original body mounting hole and the body may be mounted with pins.
- Front axle may be soldered in place or braced with wire to prevent rotation.
- Maximum front axle diameter - .062”.
- Front wheel retainers may be substituted and/or soldered in place.

### **Rear Axle –**

- 1/8<sup>th</sup> solid only.
- Oilite type bushing only, may be soldered or glued in place.

### **Gears –**

- Any unmodified 48D.P. Gears.
- Pinion size unlimited.

### **Motor –**

- Any mass produced commercially available full size “C” can type setup. No strap cans.
- Any mass produced commercially available 'C' can endbell. No aluminium or metal endbells
- Must use all original hardware including endbell, brush hoods, buss bars. Spring posts may be substituted.
- Endbell may not be modified in any way.
- Endbell hardware screws and endbell to can mounting screws may be added and/or substituted.
- Can may not be modified except for the following –
  - Notching for axle clearance.
  - Removal of plating and/or paint to facilitate soldering
  - Oilite hole may be centred.
  - A small hole (max 2mm) may be drilled in each side of the can to aid in gluing magnets.
- Ballrace permitted in can. Endbell must use an oilite bush. May be soldered and/or glued in place.
- Any full can height, single piece ceramic magnets may be used ( NO Quads except Proslot SMQ Permitted) Magnets may NOT contain “Rare Earth” materials-defined as elements with Atomic weights 58 through 71
- Magnets may be shimmed, glued, radiused and polished.
- Any brushes and springs may be used.
- Shunt wire and spring insulation may be used.
- Any tagged “Superwasp”, “Super Wasp +” or RJR/Viper “Hornet” (HRT) armature with a minimum stack length of 0.350” and a minimum 60 series wound turns of 30 gauge (AWG) wire may be used. Minimum armature diameter 0.512”.
- Armature spacers may be used.

## GROUP 12 GTP/WSC SPECIFICATIONS

**Entry Fee - \$20.00**

### **Race Duration –**

- Qualifying 1 minute/no byes
- Consie 2 minutes brackets/1 minute lane change
- Heats 2 minutes brackets/1 minute lane change
- Quarter Final 2 minutes brackets/1 minute lane change
- Semi Final 2 minutes brackets/90 sec lane change
- Final 3 minutes brackets/2 minute lane change

**Body –** Permitted bodies are - PSE 70516 Storm WSC  
PSE 70524 Lola Hi-downforce WSC  
PSE 70525 Caddy WSC  
PSE 70526 Caddy W.S.C. Hi-downforce

Interiors are required - PSE wing car permitted.

**Chassis -** Any

### **Rear Axle –**

- Any 3/32 or 1/8 solid only
- Oilite type bushings only, may be soldered or glued in place.

**Gears -** Any

### **Motor –**

- Any mass produced commercially available full size “C” can type setup. No strap cans.
- Any mass produced commercially available 'C' can endbell. No aluminium or metal endbells
- Must use all original hardware including endbell, brush hoods, buss bars. Spring posts may be substituted.
- Endbell may not be modified in any way.
- Endbell hardware screws and endbell to can mounting screws may be added and/or substituted.
- Can may not be modified except for the following –
  - Notching for axle clearance.
  - Removal of plating and/or paint to facilitate soldering
  - Oilite hole may be centred.
  - A small hole (max 2mm) may be drilled in each side of the can to aid in gluing magnets.
- Ballrace permitted in can. Endbell must use an oilite bush. May be soldered and/or glued in place.
- Any full can height, single piece ceramic magnets may be used ( NO Quads except Proslot SMQ Permitted) Magnets may NOT contain “Rare Earth” materials-defined as elements with Atomic weights 58 through 71
- Magnets may be shimmed, glued, radiused and polished.
- Any brushes and springs may be used.
- Shunt wire and spring insulation may be used.
- Any tagged “X-12” or “X-12+” armature with a minimum stack length of 0.350” and a minimum 50 series wound turns of 29 gauge (AWG) wire may be used.
- Minimum armature diameter 0.512”.
- Armature spacers may be used.

## GROUP 12 WINGCAR SPECIFICATIONS

**Entry Fee - \$30.00**

### **Race Duration –**

- Qualifying 1 minute/no byes-power setting #2 for qualifying and racing
- Consie 2 minutes brackets/1 minute lane change
- Heats 2 minutes brackets/1 minute lane change
- Quarter Final 2 minutes brackets/1 minute lane change
- Semi Final 2 minutes brackets/90 sec lane change
- Final 3 minutes brackets/3 minute lane change

**Body –** Any winged body. See general specifications – bodies.

**Chassis -** Any commercially available chassis with the exception of chassis or chassis components cut from aluminium alloy.

**Car Weight- Minimum** Car Weight 70Grams

### **Rear Axle –**

- 3/32 solid drill blank only-flats for grub screws permitted-no titanium or hollow axles permitted
- Oilite type bushings only, may be soldered or glued in place.

**Gears -** Any

### **Motor –**

- Any mass produced commercially available full size “C” can type setup. No strap cans.
- Any mass produced commercially available 'C' can endbell. No aluminium or metal endbells
- Must use all original hardware including endbell, brush hoods, buss bars. Spring posts may be substituted.
- Endbell may not be modified in any way.
- Endbell hardware screws and endbell to can mounting screws may be added and/or substituted.
- Can may not be modified except for the following –
  - Notching for axle clearance.
  - Removal of plating and/or paint to facilitate soldering
  - Oilite hole may be centred.
  - A small hole (max 2mm) may be drilled in each side of the can to aid in gluing magnets.
- Ballrace permitted in can. Endbell must use an oilite bush. May be soldered and/or glued in place.
- Any full can height, single piece ceramic magnets may be used ( NO Quads except Proslot SMQ Permitted)
- Magnets may not contain “Rare Earth” materials-defined as elements with Atomic weights 58 through to 71
- Magnets may be shimmed, glued, radiused and polished.
- Any brushes and springs may be used.
- Shunt wire and spring insulation may be used.
- Any tagged “X-12” or “X-12+” armature with a minimum stack length of 0.350” and a minimum 50 series wound turns of 29 gauge (AWG) wire may be used.
- Minimum armature diameter 0.512”.
- Armature spacers may be used.

## INTERNATIONAL GROUP 15 SPECIFICATIONS.

**Entry Fee - \$30.00**

### **Race Duration -**

- Qualifying 2 minute/ byes round with 30 second penalty-power setting #3
- Consie 2 minutes brackets/2 minute lane change
- Heats 2 minutes brackets/2 minute lane change
- Quarter Final 2 minutes brackets/2 minute lane change
- Semi 2 minutes brackets/2 minute lane change
- Final 3 minutes brackets/3 minute lane change

**Body -** Any winged body. Interiors are required -PSE wing car permitted.

See general specifications – bodies.

**Chassis -** Any

**Rear Axle -** Any

**Gears -** Any

### **Motor –**

- Any mass produced strap or ‘u’ bend type cans are permitted.
- Minimum internal width dimension of .835”
- Cut outs and machine work are permitted.
- Any ceramic magnets may be used. Rare earth materials are forbidden
- Magnets may be shimmed, glued, radiused and polished.
- Any endbell and hardware may be used.
- Endbell to can mounting screws may be added and/or substituted.
- Any brushes and springs may be used.
- Shunt wire and spring insulation are permitted.
- Any bearings allowed. May be soldered and/or glued in place.
- Any machine wound, tagged “15” or Int “15” armature with a minimum stack length of 0.440” and a minimum 50 series wound turns of 29 gauge (AWG) wire may be used.
- Armature spacers may be used.

## ONE MOTOR OPEN

**ENTRY FEE:** \$30.00

**QUALIFYING:** 1 minute with no byes.

**RACE FORMAT:** All drivers race in one Main only. 8 x 4 with 4 min. lane change.

**Body -** Any winged body. See general specifications – bodies.

**Chassis -** Any

**Rear Axle -** Any

**Gears -** Any

**Motor: -** Any

- 1 motor per entry only. You must qualify and race with the same motor. All cars will qualify and race in the same condition as they were submitted for tech inspection. All motors, chassis and bodies will be marked with a noticeable Dye or Paint for identification.
- All cars must be submitted for tech inspection with the same motor you intend to qualify and race. You are allowed to re-solder your motor in place if it has come loose during the race or to re-fit a pinion etc.
- You must qualify with the same tyres you will race. You may not change tyres until the first heat of racing commences. Only after the first heat of racing commences may you change: Tyres, Gears, Axle, Braid, Guide Flag, Lead Wire, and Lane Stickers.
- Changing motors, or any part of the motor, except for motor brushes, springs and shunt wire. Will result in immediate disqualification, and you may not re-enter the race under any circumstances.
- Racing and Qualifying will be on normal race power. Qualifying will be one minute with no byes, and cars will then be impounded until the race.
- There are no traditional Quarter-finals or Semi-finals, just a series of “Mains”. The top 8 qualifiers go in the “A” heat, and the next 8 qualifiers go in the “B” heat, and so on. The “Z” heat will run first, and the “A” heat runs last. The number of cars in each heat will be divided as evenly as possible. In the case of one heat having one less driver, that heat will be the “A” heat. And if required, the “B” heat will be next.
- The Winner will be the driver with the highest total lap score from any Main. If more than one driver has the same total lap score, then the placing is governed by their “Bell Lap” (the time taken to cross the finish line after the race has finished). Other placing’s will be calculated in similar fashion.
- Each Main will run 4-minute brackets with 4-minutes lane changes. Glue is allowed.
- All cars will be impounded once submitted for Tech Check. They will be only made available for qualifying, and then impounded again until the race.

## GROUP 27 SPECIFICATIONS.

**Entry Fee - \$30.00**

### **Race Duration -**

- Qualifying 2 minute/ byes round with 30 second penalty-power setting #4
- Consie 2 minutes brackets/2 minute lane change
- Heats 2 minutes brackets/2 minute lane change
- Quarter Final 2 minutes brackets/2 minute lane change
- Semi 2 minutes brackets/3 minute lane change
- Final 4 minutes brackets/3 minute lane change

**Body -** Any winged body. See general specifications – bodies.

**Chassis -** Any

**Rear Axle -** Any

**Gears -** Any

### **Motor –**

- Any setup may be used.
- Any tagged “27” armature with a minimum stack length of .440” and a minimum 38 series wound turns of 27 gauge (AWG) wire may be used.

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## OPEN SPECIFICATIONS

**Entry Fee - \$30.00**

### **Race Duration -**

- Qualifying 2 minute/ byes round with 30 second penalty-power setting #4
- Consie 2 minutes brackets/2 minute lane change
- Heats 2 minutes brackets/2 minute lane change
- Quarter Final 2 minutes brackets/2 minute lane change
- Semi 2 minutes brackets/2 minute lane change
- Final 5 minutes brackets/4 minute lane change

**Body -** Any winged body. See general specifications – bodies.

**Chassis -** Any

**Rear Axle -** Any

**Gears -** Any

**Motor: -** Any