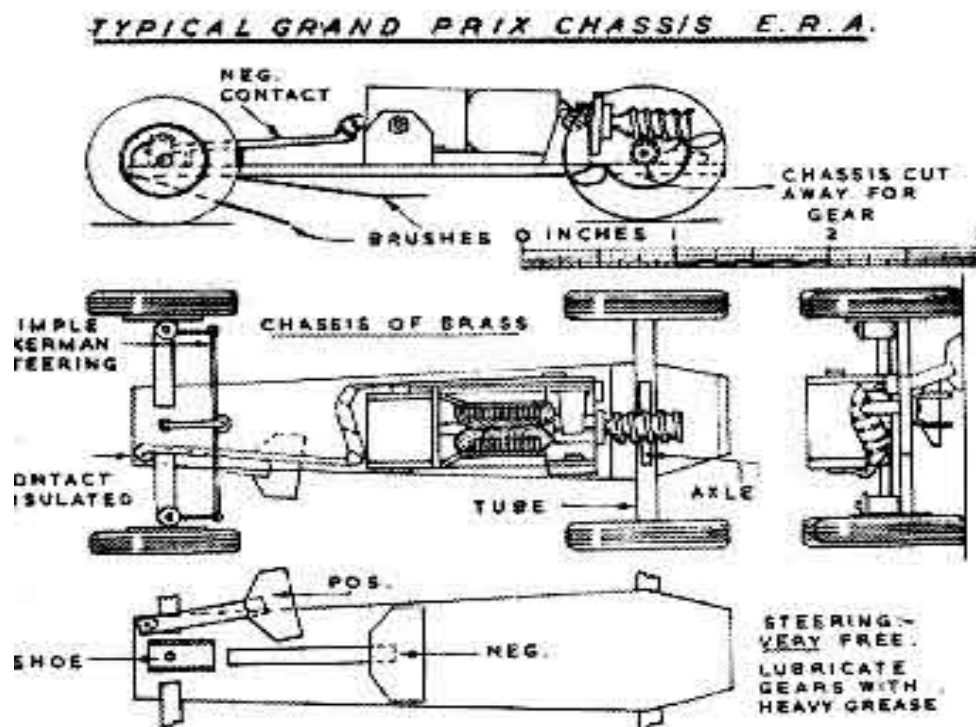


2007 VINTAGE 1/24 SLOT CAR RULEBOOK



Hornsby Slot Car Raceway

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DEAR VINTAGE RACER

Hornsby Slot Cars welcomes you to the 2007 1/24 Scale Vintage club racing and to help promote racing we have compiled this rulebook. This year's rulebook covers Stockers, T/AM's, FX/FJ's, GP/Indy class and GT class. To add further "Vintage" flavour this year we have introduced a class for genuine 60's Cox cars. Racing is the 3rd Friday of each month commencing 07.02.2007.

The nomination fee is \$15.00/driver for each club night and you may race in 2 or 3 events. For those drivers only electing to race in one class on any given night \$ 7.50. Trophies for 1st 2nd and 3rd place in each class will be provided by Hornsby Slot Cars P/L at the conclusion of the 2007 Racing. Once again we look forward to some great racing in 2007.

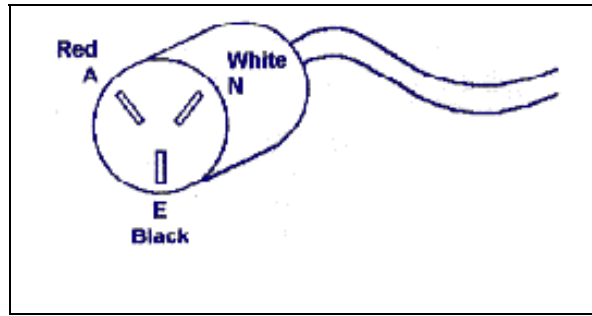
VENUE:-

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TRACK –

- A. 108' Johnson Road Course – designed and built by Garry Johnson in 1992 – converted to "MAGNATECH" steel braid. It has 4" lane spacing, 13.8 volts, right hand braid negative, gray finish and international lane colours. A superb drivers track powered by 1 x 200 A.H. deep cycle battery with a constant charger. The finish is a smooth light grey paving paint and the track runs in a clockwise direction when viewed from the drivers stand for the vintage racing. The track does not feature any banked curves and there is one bridge section. An Akai TV Monitor keeps the drivers informed of Qualifying/Race progress. Controller plug is standard three pin female A=Red (Brake) N=White (Power) and E=Black (Common).





CONTROLLER WIRING DIAGRAM

Red = Brake

White = Power

Black = Common

**1/24 SCALE VINTAGE SLOT CAR CLUB RACING
COMPETITION RULES 2007
General Rules – All Classes**

Race Entry –

- Entries for all classes will be accepted from 6.00pm on the 3rd Friday of each month- Please ask for one of our 2007 club calendars
- Drivers may compete in any or all events
- An entrant for any class shall be deemed to consist of one driver and one car. The entrant having paid their entry fee for the evening 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 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 scrutineers 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 will result in immediate penalties being imposed. Drivers are cautioned that they are responsible for the actions of their pit crews. The consumption of alcohol within the premises during the racing is not permitted.

Marshalling –

- Drivers will be advised of their marshalling duties by the race director. Failure to perform required duties will result in a penalty. 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 –

- In the interests of safety and health there will be no smoking within the raceway for the duration of the event

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.
- Must be equipped with rubber type tyres. Minimum Axle hole Dia.1/8". 5/40 threaded or 1/8" axles only. Minimum Diameter of Tyre on Wheel 7/8" no "O" ring wheel/tyres allowed.
- Must contact the track surface before any part of the chassis when car rocked from side to side.

Rear Wheels –

- Only Rubber tyres manufactured by Classic, DownUnder, Pattos Place or MJK allowed-Exception for 2007 will be Pro Track part # N337 in the FX/FJ class and F1/Indy
- Minimum starting diameter – 1.00" 5/40 threaded or 1/8" axles only.
- Tyres may be ground and scuffed for usage and edges rounded off.
- Only WD40 or Lighter fluid can be used to clean the tyres. No "Goo" permitted. No chemical treatment allowed.
- Competitors found using "goo" or other chemical treatments to enhance the traction qualities of the tyres may receive a penalty not exceeding 25 laps. Such actions are deemed to be contrary to the spirit of the nature of vintage racing. Tyres are to be purchased at a reputable supplier, and may be glued on the rims and ground to size. Please observe this rule to make it fair for all those who compete.

Bodies –

- An entrant may only use one body per class.
- All bodies used must be commercially available or have been subject to wide distribution.
- Bodies must cover the entire chassis. No parts other than the guide may protrude.
- Where a particular body or range of bodies is specified they must not be cut above the manufacturers sill line. Cutting of bumpers/Valence panels for guide clearance is not permitted.
- Bodies must be painted and suitably decorated displaying three racing numbers.(minimum 10mm). Front and Rear window glass must be installed.
- Interiors 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. A three-dimensional drivers bust or figure must be incorporated in the interior. Cox manufactures drivers or similar replacement in same size and shape for Cox class
- Bodies may be reinforced with tape and/or other suitable materials.
- Cars that have provision for plastic injected moulded bumpers must be presented with it intact.
- Small front diaphanes and a suitable rear spoiler can be added if kept within the character of the car.
- Maximum width of body is 3.25", concessions to this rule will be allowed and the body will be deemed to conform to this rule providing the box from the plastic kit manufacturer states the model is 1/24 or 1/25th scale.

Track Clearance and Width –

	Minimum Track Clearance -	Maximum width – 3.25"
Vintage-all	0.047" Piano wire (18g) or 1.19mm	Wheels inside standard wheel arch

Track conditioning –

- 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.
- Tyres may be cleaned using lighter fluid or WD40 during bracket changes. No traction additives allowed. The Scrutineer has the power to inspect tyre boards. The drivers are responsible for ensuring no spillage of cleaning compounds occurs onto the track during bracket changes

Race Procedure

Format –

- All entrants will contest a series of heats.
- The highest number of laps during these heats will determine the finishing order.
- Points will be awarded for the number of laps for each competitor and will be cumulative throughout the year
- Worse round may be dropped

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 are not counted. This time delay is usually set to 1/10th 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 it stopped. This is effectively a one-lap penalty for cheating on lane changes.
- 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 1,000th 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 or under bridge; Unmarshalled 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.

CLASS A VINTAGE STOCKERS SPECIFICATIONS

Entry Fee - INCLUDED IN \$15.00 NOMINATION FEE

Race Duration -

- Heats 2 minutes brackets/1minute lane change

Body – Any 1/24 or 1/25 scale hard injected moulded plastic, resin, or fibreglass body of a vehicle produced between the years of 1955 to 1976 deemed to fall into the class of an American Stocker. No vacuum formed bodies allowed. Wheel wells cannot be cut or flared and the lower sill cannot be trimmed. Pin mounting of body to chassis is not allowed. Interior as per general rules.

Chassis - Any commercially available pressed steel or brass inline or sidewinder .No anglewinders or plumber chassis and no scratch built chassis allowed. Lead may be used to enhance handling but must not protrude below the chassis. Any attempt to compete with traction magnets will lead to instant disqualification.

Rear Axle -

- 1/8 solid only
- Oilite Bushes only – may be soldered or glued in place

Gears -

- Any unmodified 48 DP crown or spur gear
- Any pinion gear

Motor –

- Parma 16D Part #500, Parma Deathstar 16D Part #501, Parma Super 16D Part #502, Parma Rotor #498, Parma rotor #499 Little Ripper, Plafit Fox and Cheetah II, no modification allowed motor may be soldered or glued in place.

CLASS B FX/FJ HOLDENS SPECIFICATIONS

Entry Fee - INCLUDED IN \$15.00 NOMINATION FEE

Race Duration

- Heats 2 minutes brackets/1minute lane change

Body – Sunset / Patto's Place 1/24 scale Vacuum formed Lexan Holden FX 48/215 or FJ body. Wheel wells cannot be cut or flared and the lower cut line must be respected. Body must be painted to appear opaque with windows left clear. Body may be affixed to chassis using body clips supplied with the chassis or replacement Parma items. Pin mounting of body to chassis is allowed. Interior as per general rules.

Chassis – MJK 020 FX/FJ Chassis only. Lead may be used to enhance handling but must not protrude below the chassis. Any attempt to compete with traction magnets will lead to instant disqualification. All original dimensions, mounting points and basic configuration must be retained.

Rear Axle -

- 1/8 solid only
- Oilite Bushes only – may be soldered or glued in place

Rear Tyres-

- 24002 tyres or MJK equivalent-max width 10mm. These are available from Down Under, Patts Place & Hornsby Slot Cars or
- ProTrack part #N337

Gears -

- Any unmodified 48 DP crown gear
- Any pinion gear

Motor –

- Little Ripper, Plafit Fox, Plafit Cheetah II, no modifications allowed, motor may be soldered or glued in place.

CLASS C TRANS-AM SPECIFICATIONS

Entry Fee – INCLUDED IN \$15.00 NOMINATION FEE

Race Duration –

- Heats 2 minutes brackets/1minute lane change

Body - Any 1/24 or 1/25 scale hard injected moulded plastic, resin, or fibreglass body of a vehicle produced between the years of 1963 to 1973 deemed to fall into the class of a Trans-am pony car. A listing of eligible bodies for Trans-am appears on page 10 of this programme. Any body listed in the category 1 and 2, is eligible for Trans-am and by inference is not eligible for Stocker racing. No vacuum formed bodies allowed. Wheel wells cannot be cut or flared (unless part of original kit moulding) and the lower sill cannot be trimmed. Pin mounting of body to chassis is not allowed. Interior as per general rules.

Chassis- Any commercially available pressed steel or brass inline or sidewinder .No anglewinders or plumber chassis and no scratch built chassis allowed. Lead may be used to enhance handling but must not protrude below the chassis. Any attempt to compete with traction magnets will lead to instant disqualification.

Rear Axle -

- 1/8” solid only
- Oilite Bushes only, may be soldered or glued in place.

Gears –

- Any unmodified 48 DP crown or spur gear.
- Any pinion gear.

Motor –

- Little Ripper, Plafit Fox, Plafit Cheetah II, no modifications allowed, motor may be soldered or glued in place.

CARS ELIGIBLE FOR 'TRANS-AM' RACING 1963 THROUGH TO 1973

Source "Trans-am" a book by David Friedman
MBI Publishing 2001

CATEGORY ONE-UP TO 5 LITRE

DODGE DART
PLYMOUTH BARRACUDA
FORD MUSTANG
FORD FALCON
CHEVROLET CAMARO
MERCURY COUGAR
RAMBLER ROGUE
AMC JAVELIN
RAMBLER AMERICAN
PONTIAC FIREBIRD
AAR CUDA
DODGE CHALLENGER
CHEVY II NOVA
PLYMOUTH 'CUDA
PONTIAC GTO
PONTIAC TEMPEST
CHRYSLER VALIANT
FALCON SPRINT
SHELBY MUSTANG

CATEGORY TWO-UP TO 2 LITRE

ALFA ROMEO GTA
BMW 1800 TI
FIAT ABARTH 1000
MINI-COOPER "S"
SAAB 850
VOLVO 122S
CHEVY CORVAIR
SAAB 96
HONDA 600
RENAULT GORDINI
AUSTIN 850 MINI
RENAULT 1093
OPEL KADETT
LOTUS CORTINA
VW BEETLE
BMW TISA
SIMCA 1000
FORD ANGLIA
SUNBEAM IMP
HINO CONTESSA
NSU PRINZ
PORSCHE 911
LANCIA FULVIA HF
VOLVO 1300
FORD PINTO
TRIUMPH GT6
VOLVO 142
FORD CAPRI
CHEVY VEGA
FIAT 124 SC
TOYOTA 1600
BMW 1600
RENAULT 12

CLASS D SPORTSCARS SPECIFICATIONS

Entry Fee – INCLUDED IN \$ 15.00 NOMINATION FEE

Race Duration

- Heats 2 minutes brackets/1 minute lane change

Body - Any 1/24 or 1/25 scale hard injected moulded plastic, resin, or fibreglass body of a production, prototype sports or GT vehicle produced between the years of 1960 to 2001. No vacuum formed bodies allowed. Wheel wells can be flared but not cut and the lower sill cannot be trimmed. Pin mounting of body to chassis is not allowed. Interior as per general rules.

Chassis- Any commercially available pressed steel or brass inline or sidewinder .No anglewinders or plumber chassis and no scratch built chassis allowed. Lead may be used to enhance handling but must not protrude below the chassis. Any attempt to compete with traction magnets will lead to instant disqualification.

Rear Axle -

- 1/8" solid only
- Oilite Bushes only, may be soldered or glued in place.

Gears –

- Any unmodified 48 DP crown or spur gear.
- Any pinion gear.

Motor –

- Little Ripper, Plafit Fox, Plafit Cheetah II, no modifications allowed, motor may be soldered or glued in place.

CLASS E GP F1/INDY CAR SPECIFICATIONS

Entry Fee – INCLUDED IN \$ 15.00 NOMINATION FEE

Race Duration –

- Heats 2 minutes brackets/1minute lane change

Body - Any 1/24 vacuum formed or injected body of GP F1/Indy car open wheeler from 1945 to 1970. Minimum thickness 0.020” and the lower cut line must be respected. Body must be painted to appear opaque with windows left clear. Body may be affixed to chassis using body clips, body pins or body posts and screws. Vents may be opened up. Any additional spoilers or wings missed in the body manufacture may be added if proved 1:1 race car had such items Interior as per general rules.

Chassis- MJK 012 GP F1/Indy or scratch built inline chassis. Lead may be used to enhance handling but must not protrude below the chassis. Any attempt to compete with traction magnets will lead to instant disqualification.

Rear Tyres-

- 24002 tyres or MJK equivalent-max width 10mm. These are available from Down Under, Pattos Place & Hornsby Slot Cars or
- ProTrack part #N337
- Maximum Track width 3”.

Rear Axle -

- 1/8” solid only
- Oilite Bushes only, may be soldered or glued in place.

Gears –

- Any unmodified 48 DP crown gear.
- Any pinion gear.

Motor –

- Little Ripper, Plafit Fox, Plafit Cheetah II, no modifications allowed, motor may be soldered or glued in place.

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CLASS F COX 60's SPECIFICATIONS

Entry Fee – INCLUDED IN \$ 15.00 NOMINATION FEE

Race Duration –

- Heats 2 minutes brackets/1minute lane change

Body - Any 1/24 injected moulded body produced by Cox from the 60's. Body can be painted or left as original and decals applied with windows left clear. Body may be affixed to chassis using original body posts and screws. Vents may be opened up. No additional spoilers or wings allowed. Interior as per general rules.

Chassis- Any Cox 36D sidewinder mag alloy frame no modifications allowed. Any attempt to compete with traction magnets will lead to instant disqualification. Drop arms to be left loose.

Rear Axle -

- 1/8" solid only
- Oilite or Cox Nylatron Bushes only, may be soldered or glued in place.

Gears –

- Any unmodified 48 spur gear.
- Any pinion gear.

Motor –

- Standard 36D motors only. No dewinds or rewinds allowed