

WISCRS  
RR 1 Box 72B  
Gladstone, IL 51437  
309-627-2805

April 3, 2010

WISCRS Racers,

First off let me say thank you to PJ for allowing me to try and get the racing back in to West Central Illinois and South Eastern Iowa. For you all that don't know me I have over 30 years experience racing everything from HO to 1/24<sup>th</sup> and 1/32<sup>nd</sup> cars. I will not be racing at all, but I will be available to everyone for help in building, racing, or etiquette.

One thing I want you all to understand is I am here to run the racing program for EVERYONE to have fun and enjoy it. If at any time you have a problem, please talk to me. This hobby is a small group of people that of course there will be conflicts at times, but we need to work through them. Everyone is after the same thing – winning.

I am going to be having classes starting this fall on the building chassis, motors, and bodies. These will be interactive classes that everyone will be able to get hands on experience.

We are having this meeting for a chance for everyone to meet me and for me to get to know all of you. We will actually start the racing season on August 21<sup>st</sup>, 2010 and be racing on both Saturday and Sunday. The daily schedule of events is attached to this letter.

PJ and I have talked and we will be going back to operating as a business, which means the tax man will be back in all transactions. This also means that there is not to be any smoking in the building when open for business. We will be open Wednesday and Thursday from 6 pm to 8:30 pm, and then Saturday from 9 am to 5 pm, and Sunday from Noon to 5 pm.

Starting today there will no longer be any discounts for membership and we will be charging for track time. Track time will be \$2.00 for 10 minutes and \$5.00 for 30 minutes. I will also be offering a RANDOM 10% off at the track each week on different items, this week it may be tires, next week bodies, next motor, etc.

As before all racing fees will be paid in cash at tech. No payout slips or gift certificates will be used for race fees. If you intend to pay by check at the end of the day, please talk to me before tech to make the appropriate arrangements.

There will be track time available before the race, but I will not sell track time that will go into the next race time. There will be a 2 minute warm-up before the race, followed by a 2 minute timer at which time we will start the race with or without our car being at the starting line. If you are not at the starting line at the start of the race – your car must start the race from there before making a lap. If this is not adhered to there will be a 5 lap penalty enforced by the race director.

On the 21<sup>st</sup> of August we will start with a 6 week season, with one drop available. This will help everyone not having to make long commitments and actually be able to have one weekend that if they can't make it, it won't kill them in the points.

I have already started a Facebook page – WISCRS, along with starting a web page at [www.glueside.com/wiscrs](http://www.glueside.com/wiscrs). This is where I will be posting the points and pictures from each week along with any pertinent information needed, like maybe what is going to be discounted that week?

I look forward to seeing each and everyone one of you week in and week out because we must support the brick and motor stores otherwise we will not have any place to actually race each other under the same set of rules.

Jeffrey G. Strause

# GENERAL RULES

The purpose of this group is to have fun, visit other raceways, and to commune with our fellow slot racers. We know all racers do not have the means to travel to all shops on the schedule, but we encourage those shops participating to do their best to send some representatives. The rules included here are based on common sense and traditional slot racing values. Please remember this when you race with us.

1. No smoking in building during hours of business.
2. No arguing or un-sportsmanlike conduct.
3. No rough driving. Penalty for such will be loss of 5 laps for first offense, loss of heat for second offense, disqualification from class for third offense.
4. No theft or sabotage of others' equipment will be tolerated.
5. No fighting, cheating.
6. Watch your language. We all understand that the worst can spew from one's mouth when under pressure. Please do your best.
7. If you are not racing, you will corner marshal unless exempt due to physical capabilities. This will be determined by the race director. There will be no working on cars when you should be marshaling.
8. No protests except for motors. Protests will be handled on a case by case basis. This does not include motor claim classes. You must be a participant in the race to claim a motor, and must do so in writing before the start of the last heat. If a motor is found to be illegal, racer will be excluded from racing the rest of the day and forfeit all points and race fees. Refusal to allow a non-destructive motor check shall harbor the same result.
9. Race fees will be \$5.00 per class except GT-12 which will be \$10.00.
10. Racing will begin at 11:00 a.m. sharp with tech opening at 10:40 am on Saturday, and then racing will be at 1 pm sharp with tech opening at 12:40 pm on Sunday.
11. Racing order will be; 4" NASCAR (Oval), GT-1 (Grandstand), Dirt late models (Oval), GTP (Grandstand), Sprint (Oval), GT-12 (Grandstand).



## 4" NASCAR

**BODIES:** Only body to be used in this class is Parma #1035. All bodies will be required to have 1/8" front bumper and 1/4" rear bumper. Maximum spoiler height will be 1 5/8" measured on tech block. May cut body, or leave clear at front wheels. All windows must be clear and full coverage 3-D interior must be used. All bodies must be fully painted and numbered with three scale size numbers at doors and on roof. No part of the chassis may show looking down through windows. Absolutely no ultimate bodies will be permitted.

**CHASSIS:** Any four inch stamped steel USRA approved chassis. May use 1 1/4" brace at rear chassis uprights. Must use bronze bushings only for the rear axle. No bearings allowed, No other bracing, cutting, or lightening of the chassis is permitted, except at motor mount. Base of mount must remain intact. Aluminum pans will be permitted. Weight may be added, but must be self - adhering, taped down securely, or soldered on. No part of the chassis shall extend outside of body. Minimum .063 clearance at rear of chassis. There will be no front tech, but if your chassis rubs excessively, you will be asked to raise the front. Front and rear axles will have a 3 1/4" maximum tech width at wheels. Tech gauge will not stick on the hubs during tech.

**AXLES:** Front axles will be .055 minimum, .062 maximum, piano wire or stainless steel. Rear axles will be 1/8" solid steel only. No hollow or titanium axles allowed.

**GEARS:** 48 pitch standard slot car gears only. No RC or drag racing gears allowed.

**TIRES & WHEELS:** Fronts will be 1/2" or 5/8" "O" ring style only. Rear wheels will be a maximum of .810 wide, black sponge rubber, with a minimum diameter of .750. No dyed tires allowed. Rear hubs will be made of aluminum, magnesium, or plastic.

**MOTORS:** 16-D Parma sealed 501 Death Star or Pro-Slot sealed 2002 only. You may change brushes and springs. There are no other modifications allowed to the motor.

**MOTOR CLAIM:** A \$15.00 claim rule will be in effect. Only those racers involved in the race may claim a motor. Motor will be surrendered without pinion. If owner chooses not to surrender a motor, all prize winnings will be forfeited and redistributed to the rest of the field. Claims must be submitted in writing and signed before last heat of race. The claim form is available at from the race director during the race.

## GT-1

**BODIES:** All bodies must be USSCA or USRA approved GT-1 or LMP series bodies. Must have fully "boxed" rear wing. No bodies with separately molded wings will be allowed. Bodies will be fully painted and will have 3 numbers appearing on body. All windows shall remain clear. All bodies will have a 3-d interior. You may use construction paper to back Champion 361-a style interior. Chassis will not be visible through cockpit or any part of body. No cutting of body will be permitted except at front wheels and rear panel. Rear panel may be cut out, but must leave a minimum 1/16" lip at rear of wing. Maximum height at wing will be 1 5/8" measured on tech block. No ultimate bodies allowed.

**CHASSIS:** Any stamped steel 4" USRA approved chassis will be permitted. No drilling, milling, or grinding will be allowed, except at motor mount. Base of motor mount must remain intact, but the rest may be ground away. Manufacturers light pans will be permitted. Add on weight must be securely fastened, and must not be visible. No bracing of chassis, except for 1 1/4" long reinforcement at rear bushing uprights. Bronze bushings only for rear axle. No bearings. 1/16" minimum clearance at rear of chassis. There will be no front tech, but if chassis is found to be rubbing excessively, you will be asked to raise it. 3 1/4" maximum tech width at wheels.

**AXLES:** Front axles will be .055 minimum, 062 maximum, piano wire or stainless steel. Rear axles will be solid steel of 3/32" or 1/8" diameter. No hollow or titanium axles permitted.

**GEARS:** Any gear pitch 48 through 80 pitch slot car gears only.

**TIRES & WHEELS:** Front tires will be 1/2" or 5/8" diameter metal, with "O" ring tires. Rear wheels and tires will be hubs of aluminum, magnesium, or plastic, with a maximum .810 width and minimum .750 diameter. Black foam tires only. No dyed tires will be permitted.

**MOTORS:** Power for this class will be S-16-D Parma sealed w/ green end bell or Pro-slot sealed 2003. You may change brushes and springs. Brushes shall be full width and height, no filing or drilling of brushes allowed. No shunted motors. No magnetic wire. This will be a motor claim class with a \$17.00 claim rule.

## DIRT LATE MODEL

**BODIES:** Approved bodies for this class will be Parma #1000, #1017; JK #6243, 6244, 6245; Kelly #1739. Body must be fully painted with a full 3-D interior. All windows will be left clear and intact. Body will be presented with three scale size numbers, one on top and one on each side. Rear of body will have a tech height of 1 5/8" at spoiler on tech block. Front wheel wells may be left clear or cut away, No cutting allowed in top surfaces of body. Need 1/8" minimum front bumper.

**CHASSIS:** Any 4" stamped steel chassis approved for use in USRA competition. You may brace the chassis on internal surfaces any way you like. Steel guide tongue re-enforcements may be used, but the original guide tongue must remain in place. No bracing may protrude outside the body. Clearance at rear of chassis is 1/16". No front tech.

**MOTOR:** This class will use C-can Group 11 power, using Contender, Sportsman, Challenger, and Competitor armatures. Ball bearings allowed in can end only. U.S.R.A. magnet and armature rules will apply. No magnet type or magnetic lead wires allowed. No shunted brushes permitted.

**AXLES, TIRES, and GEARS:** Front axle minimum of .047, rear axle minimum .032. Must use a solid steel rear axle. Front axle may be bent and soldered to chassis. 5/8" front tires minimum. Must be metallic hub, and rotate independently. Rear tires must be black rubber with a minimum .750 diameter at pre-race tech. Maximum width of rear tire is .810. Maximum tech width is 3 1/4". You may offset wheels a maximum of 1/8" with chassis at side travel limits. Any gear ratio and any pitch allowed. Slot car gears and pinions only.

# GTP

**BODIES:** Only USRA or USSCA bodies will be legal. No cutting or venting of body structure will be permitted. May remove back panel of body, along with front tire area of body side to expose front tires. Otherwise, front tire area to remain clear. Body must be fully painted, including 3-d interior, with three numbers on body. No chassis parts should be visible. Maximum body height at wing is 1 5/8" measured on tech block.

**CHASSIS:** All stamped steel USRA approved chassis will be legal. Motor mount may be cut away except for the base portion. No bracing of chassis allowed, except for 1 1/4" rear upright support. No drilling, or other attempts at lightening chassis will be allowed. Manufacturers light pans will be permitted. Bushings only at rear axle; no bearings. Minimum of 1/16" clearance at rear of chassis measured on tech block. There will be no front tech. However, if front of chassis is found to be rubbing on track excessively, you will be asked to raise it. 3 1/4" maximum tech width at wheels.

**AXLES:** Front axles shall be .055 minimum, .062 maximum, piano wire or stainless steel. Rear axles will be 3/32" or 1/8" solid steel. No titanium or hollow axles allowed.

**GEARS:** Any pitch 48 - 80 pitch gears. Slot car gears only.

**TIRES & WHEELS:** 5/8" "O" ring style metal wheels only on front. Rear wheels will be aluminum, magnesium, or plastic, with a minimum 1/2" diameter hub. Tires will be minimum .750 black foam. No dyed tires permitted.

**MOTORS:** C-can motors, with contender, challenger, competitor, or sportsman, balanced armatures. Bearing allowed in can end only. No shunted brushes. No magnet wire. Brushes must be full width and height. No drilling of brushes permitted.

# Sprint Cars

## BODIES

1. Must have a minimum ½" height from hood line to bottom of frame.
2. Bodies must have a full tail tank.
3. All bodies must resemble a traditional sprint car.
4. NO home made bodies or scratch built bodies allowed.
5. The front nose of the body must extend over the front axle.
6. The cockpit area around the driver's arms and steering wheel may be painted.
7. Body must be painted and resemble real sprint car features.
8. Numbers must appear on both sides of the tail tank and the driver must also be detailed.
9. Engine compartment must be blacked out and headers must be on the side of the hood, whether it be model headers or a decal.
10. Cut on the body lines only – body lines must be visible when tech'ed.

## CHASSIS

1. Use only Parma 578, 4 ½" FCR Chassis.
3. May drill one 1/8" hole directly below front of endbell for oiling.
4. No drilling of stock axle holes.
5. May add weight and bracing, but it all must be inside the frame.
6. Only one guide flag unaltered per chassis located in original stock position.
7. No offset frames allowed.
8. No altering of flag mount, and/or axle tabs.
9. Oilites or bearings must remain in the stock positions.
10. Maximum width of 3 ¼".
11. Base of motor mount must remain intact, but the rest may be ground away.

## WINGS

1. All cars must use the Parma 1077W, Wing Kit. Both top and front wing must be attached.
2. Top wing measurements as follows:
  - Wing base - 3 ¼" maximum length & 3" maximum width
  - Side Panels - 3 ¼" maximum length
  - Panel height left side - 1-3/8" maximum
  - Panel height right side - 1 3/8" maximum
3. Top wing must be mounted to the top of the body using the lexan with the following measurements – 5/8" x 7/8" x ¾"-5/8".
4. Must maintain ½" between under side of wing to top of hood at all times.
5. Wing must be painted and have numbers on both panels
6. Top wing base may not extend beyond the back of the rear tire, or past the back of the front tire.
7. No offsetting of wing.
8. All side panels must be positioned to resemble an actual sprint car wing.
9. Front wing measurements as follows:
  - Base: 1 5/8" max length, 1 5/8" max length
  - Side panels: 1 ½" x 5/8" maximum
10. Wings may not be mounted directly to the body. Wings must be securely taped in a fixed position using the front and rear wing mount.
11. All front wings must be painted and located to resemble those used by a real sprint car.

## TIRES & WHEELS – Recommend using the Pro Track Sprint Daytona Stockers

1. Right rear tire must be equal or larger than left rear tire.
2. No traction compound of any type is allowed.



## **Sprint Cars – cont.**

3. The front tire width must be a minimum of  $\frac{1}{2}$ ".
4. Front tire minimum diameter is  $\frac{3}{4}$ ".
5. Left rear and front tire must be equal or smaller than right rear tire.
6. Left rear maximum tire width is  $\frac{3}{4}$ "; the right rear maximum tire width is  $\frac{7}{8}$ ".
7. Left rear minimum tire diameter is .790; the right rear minimum tire diameter is .850.
8. Can offset the axle a maximum of  $\frac{1}{8}$ ".
9. No filling wheels with lead or any other heavy materials.
10. Maximum width is 3- $\frac{1}{4}$ "
11. May use foam earplugs or plastic discs to simulate wheel covers.
12. Stagger is allowed but not recommended.

### **GEARS**

1. Any 48 pitch gear can be used.
2. No drilling of crown gears allowed.
3. Pinion may be soldered or glued on.
4. Any  $\frac{1}{8}$ " 48 pitch plastic crown gear can be used.

### **MOTORS**

1. 16-D Parma sealed 501 Death Star or Pro-Slot sealed 2002 only.
2. You may change brushes and springs.
3. There are no other modifications allowed to the motor.

**MOTOR CLAIM:** A \$15.00 claim rule will be in effect. Only those racers involved in the race may claim a motor. Motor will be surrendered without pinion. If owner chooses not to surrender a motor, all prize winnings will be forfeited and redistributed to the rest of the field. Claims must be submitted in writing and signed before last heat of race. The claim form is available at from the race director during the race.

# GT-12

## A. Chassis

1. Chassis must be commercially-available and approved for USRA competition.
2. Chassis may be constructed using any materials.
3. Chassis must be available in assembled RTR form.
4. Chassis kits are allowed as long as they are assembled identically to approved RTR chassis. All parts must be in stock location.
  - a) May add lead weight.
  - b) May add a rear motor brace and an upright brace.
  - c) No other modifications are allowed.
5. Chassis meeting these specifications and retailing for the USRA GT 12 chassis maximum price or less (see USRA Price Limit Table) are allowed.
6. Manufacturer must provide an assembly instruction sheet. The instructions must explain how to assemble the chassis like the assembled submitted chassis. Subject to the approval of the Scale Division Tech Director, the instructions may include minor modifications to the chassis.
7. Allow axle ball bearings.

## B. Motors & Armatures

C-Cans and X12 armatures are used. Refer to C-Can specifications. Refer to X12 armature specification in table.

## C. Bodies

1. Amateur Bodies
  - a) Amateurs will use GTP bodies.
2. Expert Bodies
  - a) Experts will use LMP bodies.
  - b) Bodies do not need to be cut on the cut line. The front of the body must maintain some vertical surface. "Blade" bodies will not be allowed.
  - c) Maximum rear body height is 1-5/8 inches (41.288 mm).
  - d) Cut line does not need to be maintained along the sides of the body.
  - e) The front skid plate of the chassis may protrude up to 1/16 inch (outside of the body on each side). The rest of the chassis must be covered by the body when viewed from above by the body.
  - f) The body may be reasonably cut to allow clearance of the skid plates at the front.

## D. Gears

No Restrictions.

## E. Wheels, Tires, & Axles

1. Black rear tires only. Rear tire diameter is unrestricted. Maximum tire width is .815 inches (20.7 mm).
2. Front wheel minimum diameter is .500 inches (12.7 mm).
3. Sticker front wheels allowed.
4. No hollow or other lightweight axles. May use 3/32 inch rear axles.

## F. Clearance

- 1) Clearance will be measured under the rear of the car, directly under the rear axle and between the rear wheels, with the car at rest on a flat tech block with the guide in the tech block slot.
- 2) Clearance will be checked at the beginning of the race, with no check at the end. If a car is suspected to be dragging on the track during racing, the race director, at his discretion may check clearance. Any car found to be dragging the track will be repaired during green flag racing

## **GT-12 – cont.**

conditions.

**3)** For banked tracks clearance will be .047 inches for all stamped-steel chassis classes.

**4)** On banked tracks when using .047 clearance, a clearance check may be carried out by the tech director/race controller at the beginning of any heat of any race. Any car found with clearance less than .032 inches at the beginning of any heat (except the first heat) will have to change tires and have the clearance rechecked under green flag racing conditions.