

Thunderdome Raceway

Presents

The 2009

Race in Rocky
Queensland Title
Race

August
14th, 15th & 16th

The Event

The 2009 Queensland Slotcar Championships

The Venue

Thunderdome Raceway 130 East St. Rockhampton Qld.

The Track

155 FT blue king powered by 4 X 200 Amp batteries 4 X 55amp rivergate power supplies and 2 X 1 Farad Caps. Track surface is blue in color and very smooth producing a high bite surface lane spacing is 4 1/2 inchs. Track has nine power taps providing clean smooth power all the way around.

Thunderdome Raceway invites all comers to challenge themselves and their equipment at the 7th Annual Race in Rocky

Track Preparation

The track will be washed and spray glued Friday morning for sedan car practice at the completion of GTP 12 the track will be given a fresh coat of spray glue for wing 12's and if necessary the straights will be cleaned. After wing 12's the track will be washed and spray glued for INT15 practice at the completion of gp27 all the straights will be cleaned.

Contact Us

For more information contact Carl or Emma at the raceway on (07) 49220585 or by e-mail at thunderdome01@dodo.com.au

Timetable

Friday 14th August

9.30 am	Track is open for sedan practice
5.00 pm	Entries close Super 16D GTP
5.15 pm	Qualifying Starts
5.40 pm	Semis start
7.05 pm	Final starts
8.45 pm	Entries close GTP 12
9.00 pm	Qualifying starts
9.20 pm	Race starts

Saturday 15th August

9.00 am	Track is open for wing 12 practice
11.30 am	Entries close wing 12
11.45 am	Qualifying starts
12.35 pm	Race starts
2.40 pm	Race ends

Lunch Break and track cleaned

5.00 pm	Entries close INT 15
5.15 pm	Qualifying starts
5.50 pm	Race starts
7.30 pm	Track open for GP27& GP 7 Practice
11.30 pm	Track is closed

Sunday 16th August

9.30 am	Track opens
10.30 am	Entries close GP 27
10.45 am	Qualifying starts
11.30 am	Race starts
3.15 pm	Entries close GP7
3.30 pm	Qualifying starts

4.15 pm

Race starts

Note

A minimum of 1 hour between the end of an event and the start of next class 10 mins between heat/semi and final 10mins between bye's in qualifying. No event shall start before it's advertised time

Race Procedure

Qualifying

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

Format

All entrants will consist of a series of consies, heats quarterfinals, semi-finals, final dependent on the number of entries.

All races designated as consies will be contested over 4 lanes only, running on either the red set i.e. red, green, blue, purple, or on the black set 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 4 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 move up.

10 to 16 Entries: Two semis and final top 4 from 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 semis, and final. Fastest 28 into quarterfinals top 4 in consie move up

37 to 40 Entries: Two consies, four quarterfinals, two semis, and final. Fastest 24 into quarterfinals top 4 in each consie to move up.

40+ Entries: Fastest 16 into quarterfinals. All other drivers will be seeded into number of consies with the top 4 lap scorers in each consie to move up to the next stage of the race schedule.

Lane choice will be determined by qualifying position or position from previous heat.

Lap counter

The Johnson Racing Systems computer [Version 3.0] 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 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 counter, thereby eliminating any lost or gained laps. Drivers should be aware that the system treats every bracket as a continuation of the preceding bracket. Therefore if the car is moved forward on the track during a lane change it will trigger a short lap track call when it crosses the counter. If this should occur 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 the lane change.

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 is turned off on their lane by the computer this eliminates the need for footage's 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 1/1000th of a second]. Drivers must be aware that the race does not end until they cross the lap counter or a maximum of 10 seconds expire's.

Track calls

Track calls will only occur in the following circumstances- Automatic rider track call; Cars off in the main straight or the bank; Unmarshalable car; A marshal has too many cars to cope with; Marshal not in position ; **track fault**. It is the intention of the race director to maintain fair racing at all times

Note : Cars on the floor will not be given track call unless they are under the track

GENERAL RULES

Race Entry

Entries for all classes will be accepted from 10.00 am Friday 22nd August 2008

Drivers may compete in any or all events

An entrant 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 decision 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 parts must comply with the specifications for their class.

Any component may be replaced with the exception of chassis or body.

Cars will be inspected before qualifying and prior to all finals.

After preliminary inspection all cars will be impounded.

All cars moving up will be impounded after consie, heat, q/final, and semi.

Any car may 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 the cars construction not specifically covered by the rules.

Note All move-up cars impounded must be as they finished the consie/heat/semi

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 deemed to interfere with the track computer system shall be banned from the event.

Only the driver may operate any device that controls their car on the track. There must be no outside assistance in the operation of controllers or chokes etc.

Drivers must stand at the control panel for their lane when driving.

Only drivers in the current race will be allowed at the driver's panel.

*** Special consideration will be given to disabled drivers.

Drivers conduct

Drivers and their pit crews are expected to conduct themselves in professional manner at all times. Abusive, offensive or unsportsmanlike like conduct will result in immediate penalties being imposed.

Drivers are warned they are responsible for the conduct of their pit crews.

Marshalling

The race director will advise Drivers of their marshalling duties. 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.

Penalties

If required, the race director will apply penalties for rule infractions. Penalties may range from warnings to exclusion from the event.

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.

Guide and 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 the normal position. Must be equipped with rubber type tyres. (Full rubber type wheels are acceptable on wing cars only)
Must contact the track surface before any part of the chassis when the car is rocked from side to side.
Minimum diameter .500" for all classes.

Rear wheels

Any colour/compound rear wheels may be used.

Bodies

An entrant may only use one body per class. Air control devices may be replaced if damaged during racing.
All bodies must be commercially available.
Bodies must cover the entire chassis and the guide. No parts may protrude other than rear tyres.
Where a particular body or range of bodies is specified must not be cut above the manufacture's 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 so that front wheels are clearly visible.
Interiors, where required must be painted a minimum of three colours so as to maintain an appearance of realism and be of the correct scale and size to cover the entire inside of the car front to rear side to side.
Bodies may be reinforced with tape and /or other suitable materials.
Air controls devices must be clear or translucent although stickers, stripes and tape may be added.
Front edges of side dams should be taped to avoid injury to marshals and spectators.
Maximum Height (wing cars) 63.5mm. Maximum length front diaplane 12.7 mm

Diaplanes on GP10 or GP12 GTP/WSC must not protrude beyond original bodywork.

Track clearance and width

Class	Track clearance	Width
Group 10 sedans	0.047"	85mm
Group 12 GTP	0.047"	85mm
Group 12 wing car	0.062"	83mm
INT 15	0.062"	83mm
GP27	0.062"	83mm
GP7	0.062"	83mm

Gooing

Sedan classes (GP10, GP12 sedans) the track will be conditioned by the race director prior to commencement of racing. And as deemed necessary between races. No other traction compound may be added to the track. It has been found that the use of natural rubber compounds leads to a build up of rubber on the track, which can make racing most unpredictable. If this should occur the race director may choose to clean and condition the affected area between races.

Wing classes (GP12 wing car) Track will be sprayed after GTP 12 is completed for GP 12 wing car (INT 15, GP27, GP7) Traction compounds may be added to the track in designated zones only before racing and during the lane changes. Rolling or padding traction compound beyond the designated zone will be permitted. Traction compound may be removed during racing but only by the driver. Care must be taken not to interfere with other cars on other lanes.

Note At this time The Johnson system is still in use by August we will have SRT running and will advise of any changes to the lap counting system ASAP

SUPER 16D GTP SPECIFICATIONS

Entry fee \$15.00

Race duration

Qualifying	1 minute / no bye - Power 14 volts
Consie	2 minute bracket / 90 second lane change
Heat	2 minute bracket / 90 second lane change
Quarter final	2 minute bracket / 90 second lane change
Semi final	2 minute bracket / 90 second lane change
Final	3 minute bracket / 2 minute lane change

Body

Sunset Porsche extreme, O/S caddies 67E are the only permitted bodies.

Must have full interior painted minimum of three colours No wing car interiors.

Chassis

Any commercially available group 10 pressed steel type chassis. All original dimensions and mounting points and basic configuration must be retained with the following exceptions:-

Alum side pans will be permitted

Plating may be removed to facilitate soldering of chassis parts.

Rear axle tube and /or wire brace may be added. Motor may be soldered in place.

Rear axle height may be altered provided no material other than plating is removed.

Body tape may be used to aid in chassis performance.

Front axle maximum diameter 0.062"

Front wheel retainers may be substituted or soldered in place.

Front axle may be soldered in place or braced to prevent rotation.

Rear axle

1/8 solid only

Oilite type bushings only may be glued or soldered in place.

Gears

Any unmodified 48 D.P. gears.

Motor

Parma 500,501, 502 standard, Deathstar

Parma 498 IX rotor setup or Fastone's AT midnight setups are permitted. P/slot FX setup

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 of the hoods to take big foot brushes.

Only endbell to can screws may be added or substituted.

Can may not be modified except for the following.

Notching for axle clearance.

Removal of paint or plating to facilitate soldering.

Oilite hole may be centered and can may be straightened.

Oilite type bushing only may be glued or soldered in place.

Magnets must be of original type for set up must be located by original retainers a small amount of glue will be permitted to stop forward and aft movement of the magnet.

Magnets may be remagnetised.

Any springs and brushes may be used.

Shunt wire and insulation is not permitted.

Armature

Permitted Armatures any Parma, PSE, Pro-slot, RJR/Viper, Best of the West Super 16 D armature with a minimum stack length of .490" and minimum diameter of .520" and 60 series wound turns of 28 gauge [AWG] wire. Armature spacers and com truing permitted.

GROUP 12 GTP SPECIFICATIONS

Entry fee \$15.00

Race Duration

Qualifying	1 minute / no byes - Power 14 V
Consie	2 minute bracket / 90second lane change
Heats	2 minute bracket / 90second lane change
Quarter final	2 minute bracket / 90second lane change
Semi final	2 minute bracket / 90second lane change
Final	3 minute bracket / 2 minute lane change

Body

Permitted bodies are	PSE Lola Hi -down force 70524, PSE Caddy 70525, PSE Caddy 70526 Hi -down force GT 305 Caddy Hi -down force GT 296 Lola Hi-down force
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Driver must be painted a minimum of three colours.

Chassis

Any group 12 sedan type chassis NO wing car chassis will be permitted.

Gears Any

Rear axle

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

Motor

Any mass produced full size c/can set up. No strap cans

Any mass produced c/can endbell except those made for from a metal or alloy of metals.

Must use original brush hoods and buss bars, spring post may be substituted.

Endbell and hardware may not be modified in any way

Endbell to can and hardware screws may be added and or substituted.

Can may not be modified in any way except for the following.

Notching for axle clearance.

Removal of paint to facilitate soldering

Oilite hole may be centred.

A small hole may be drilled in each side of the can to aid in the gluing of magnets (2mm max)

Oilite bushing only in endbell

Bearing permitted in can

Any full can height, single piece ceramic magnet may be used. [No quads Except for Proslot SMQ]

Magnets may not contain rare earth materials defined as elements with the atomic weight 58 through 71.

Magnets may be glued, shimmed, radiused and polished.

Any brushes and springs may be used.

Shunt wire and insulation may be used.

Armature

Any tagged X-12 or X12+ armature with a minimum stack length of 0.350" and 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 WING CAR SPECIFICATIONS

Entry fee- \$25.00

Race duration

Qualifying	2 minute/ bye round 30 second penalty	Power 16 volts/Race 14 V
Consie	2 minute bracket / 90 sec lane change	
Heat	2 minute bracket / 90 sec lane change	
Quarter final	2 minute bracket / 2 minute lane change	
Semi final	2 minute bracket / 2minute lane change	
Final	3 minute bracket / 3 minute lane change	

Body

Any winged body. Interiors are required PSE wing car interior are permitted.

See general rules bodies

Chassis

Any commercially available except chassis or chassis components cut from aluminum alloy

Car weight

Minimum car weight 72 grams. Must be 72grams start of, and end of Final

Rear Axle

3/32 solid axle only, flats for grub screws permitted, **no** titanium or hollows allowed.

Oilite bushings only may be glued or soldered in place.

Gears

Any

Motor

Any mass produced full size c/can set up. No strap cans

Any mass produced c/can endbell except those made for from a metal or alloy of metals.

Must use original brush hoods and buss bars, spring post may be substituted.

Endbell and hardware may not be modified in any way

Endbell to can and hardware screws may be added and or substituted.

Can may not be modified in any way except for the following.

Notching for axle clearance.

Removal of paint to facilitate soldering

Oilite hole may be centered.

A small hole may be drilled in each side of the can to aid in the gluing of magnets (2mm max)

Oilite bushing only in endbell

Bearing permitted in can

Any full can height, single piece ceramic magnet may be used. [No quads Except for Proslot SMQ]

Magnets may not contain rare earth materials defined as elements with the atomic weight 58 through 71.

Magnets may be glued, shimmed, radiused and polished.

Any brushes and springs may be used.

Shunt wire and insulation may be used.

Any tagged X-12 or X12+ armature with a minimum stack length of 0.350" and minimum 50 series wound turns of 29 gauge [AWG wire may be used.

Minimum armature diameter 0.512"

Armature spacers may be used.

INT 15 WING CAR SPECIFICATIONS

Entry fee \$25.00

Race duration

Qualifying	2 minute / bye round 30 second penalty - Power 16 volts / Race 14V
Consie	2 minute bracket / 2 minute lane change
Heats	2 minute bracket / 2 minute lane change
Quarter final	2 minute bracket / 2 minute lane change
Semi final	2 minute bracket / 2 minute lane change
Final	3 minute bracket / 3 minute lane change

Body

Any winged body. Interiors are required PSE wing car interiors are permitted.

See general rules Bodies

Chassis- Any

Rear axle- Any

Gears- Any

Motor

Any mass produced strap or 'u' bend type cans are permitted.

Minimum internal width .835"

Cut out 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 insulation are permitted.

Any bearings allowed. May be soldered or glued in place.

Any machine wound, tagged "15" or "INT15" armature with a minimum stack length of .440" and a minimum of 50 series wound turns of 29 gauge [AWG] wire may be used.

Armature spacers may be used.

GROUP 27 SPECIFICATIONS

Entry fee- \$30.00

Race duration

Qualifying	2 minute / bye round 30 second penalty	Power 16 volts / Race 14 V
Consie	2 minute bracket / 3 minute lane change	
Heat	2 minute bracket / 3 minute lane change	
Quarter final	3 minute bracket / 3 minute lane change	
Semi final	3 minute bracket / 3 minute lane change	
Final	4 minute bracket / 4 minute lane change	

Body

Any winged body interiors are required PSE wing car interiors permitted.

See general rules -bodies

Chassis- Any

Rear axle - Any

Gears - Any

Motor - Any set up may be used

Any tagged armature with a minimum stack length 0.440" and a minimum of 38 series wound turns of 27 gauge [AWG] wire may be used.

GP 7 Open Specifications

Entry fee- \$30.00

Race duration

Qualifying	2 minute / bye round 30 second penalty	Power 16 volts / Race 14 V
Consie	2 minute bracket / 3 minute lane change	
Heat	2 minute bracket / 3 minute lane change	
Quarter final	3 minute bracket / 3 minute lane change	
Semi final	3 minute bracket / 3 minute lane	
Final	5 minute bracket / 4 minute lane change	

Body

Any winged body interiors required PSE wing car interiors permitted.

See general rules Bodies

Chassis - Any

Rear axle- Any

Gears- Any

Motor- Any

Accommodation

Criterion Hotel
150 Quay Street
(07) 49221225
10 min walk
Period hotel rooms for four \$80.00
www.thecriterion.com.au

City Walk Motor Inn
129 William Street
(07) 49226009
10 min walk
Triple room: - 1 double bed 1 single \$75.00
Inc Cont. breakfast

Oxford Hotel
East Street
(07) 49221837
2 min walk
Backpacker type room
Sleeps 2 or 4 \$19.50 per person

The Heritage Tavern
234 Quay Street
(07) 49276996
2 min walk
\$45 Night single or \$60 twin share

Backpacker rooms
Sleeps 4 \$20.00 per bed
Sleeps 2 \$30.00 per bed
Single \$45.

