2010

A.S.C.R.A.

National

Championships

Thunderdome Raceway Rockhampton

March 31st to April 4th

2010

The Event

The 2010 1/24th Australian 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 41/2 inchs. Track has nine power taps providing clean smooth power all the way around.
Thundedome Raceway invites all comers to challenge themselves and their equipment at the 2010 1/24th National Championships

Track Preparation

The track will be washed and spray glued Wednesday night after OMO race 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 the straights will be cleaned. After wing12'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

Event Schedule

Tuesday 30th March

10.30 am track open practice day any classes
9.00 pm track closed

Wednesday 31st March

10.00 am track open practice day
7.00 pm entries close OMO
10.30 pm track closed or 1 hour after end of OMO race

Thursday 1st April

10.00 am track open
Practice day Sedan cars only
6.00 pm Entries Close GT Touring cars
10.00 pm Track closed or one hour after completion GT tourers

Friday 2nd April

8.30 am track open
10.00 am entries close S16D GTP
2.45 pm entries for GTP 12 Close
7.45 pm entries close GP 12 Wing cars
Midnight raceway closed

Saturday 3rd April

9.30 am track open
11.00 am entries close INT 15
3.15 pm entries close GP 27
9.30 pm track closed

Sunday 4th April

9.00 am track open
11.00 am entries close GP 7
5.00 pm Nats after party

All Trophies and prizes will be presented at the end of their respective classes

AUSTRALIAN SLOT CAR RACERS ASSOCIATION
NATIONAL RULES
SECTION 1: GENERAL RULES (Version 1.01)

OFFICIALS & DUTIES:

1. The event organiser shall appoint a Race Director of acceptable knowledge and experience for each or all classes.
2. The Race Director may act as Scrutineer and/or Race Controller or he/she may appoint an acceptable deputy or deputies to fill these positions.
3. The Race Director is responsible for all aspects of the running of races in his/her charge.
4. The Scrutineer is responsible for ensuring that all cars conform to specifications for their class and any relevant general rules.
5. The Race Controller is responsible for overseeing a particular race: initiating Track Calls, directing marshals, etc

SMOKING:

In the interests of Health and Safety, there will be NO SMOKING within the Raceway.

RACE ENTRY:

1. Entries for all classes will be accepted after the opening of the raceway on the first day of the event.
2. Entry fees must be paid in full at the time of entry.
3. Drivers may compete in any or all classes.
4. An entrant for any class shall be deemed to consist of one driver and one car.
5. The entrant having paid their entry fees for a class shall comply with the regulations as set down and abide by the decisions of the Race Director.

TIMETABLE:

1. No event will start before its advertised starting time.
2. There will be a minimum of one hour from the conclusion of any race until entries close for the next event.
3. The timetable will be adjusted accordingly throughout the day, to reflect the actual timing.

CARS AND SCRUTINEERING:

1. Cars must comply with the specifications for their class and any relevant general rules at all times whilst racing.
2. Cars that do not conform to the relevant specifications shall be excluded from the event.
3. Cars must be submitted to the Scrutineer prior to the advertised or adjusted starting time for the class.
4. The Scrutineer's interpretation of the rules shall be final.
5. The Scrutineer is empowered to rule on any area of a cars construction not specifically covered by the rules.
6. Cars will be scrutineered prior to Qualifying and prior to the Qualifying Bye Round if applicable.
7. Cars will be scrutineered on the start line immediately prior to each race.
8. Cars may be scrutineered at any time during a Track Call or Lane Change at the discretion of the Race Director/Controller.
9. Any car may be required to undergo a teardown inspection after racing at the discretion of the Race Director/Controller.

IMPOUNDING OF CARS:

1. The event organiser will provide a secure area where cars will be impounded. Typically all cars will stay in impound until they are eliminated from the competition with the exception of allocated service periods and while racing.
2. All cars will be impounded once submitted to the scrutineer prior to qualifying.
3. Drivers may remove their car from impound immediately prior to their qualifying run and must return the car to impound immediately following their qualifying run. The same applies to Bye Rounds where applicable.
4. For classes with a qualifying Bye Round – Following the completion of the first round of qualifying, at the direction of the Race Controller, drivers may remove their cars from impound for service for a period of not less than 10 minutes**, after which they must be returned to impound to be re-scrutineered.
5. All cars will remain in impound until immediately prior to any race they are contesting when, at the direction of the Race Controller, drivers competing in the next race may remove their cars for service for a period of not less than 10 minutes**. The track power should be on during the service period for practice prior to racing***.

6. At the conclusion of each race all cars must remain in their finishing position on the track until the Race Controller declares the result as final, at which time they must be returned to impound. Any car removed from the track prior to the result being declared will be assigned zero footage and may incur a further penalty at the discretion of the Race Controller.
7. Drivers that have been eliminated from the competition may remove their cars from impound once their marshalling duties have been completed.
(** Service periods may be longer where time permits at the discretion of the Race Controller/Director.
***It is important that only drivers competing in the next race are permitted on the track during service periods.)

QUALIFYING:

1. Will be in reverse order of entry.
2. Qualifying format for individual classes is specified in the rules for each class.

REPAIRS & PARTS REPLACEMENT:

1. All repairs and replacement components must comply with the specifications for the relevant class.
2. Any part may be replaced with the exception of the primary chassis section and the body shell.

DRIVER CONDUCT:

1. Drivers and their pit crews are expected to conduct themselves in a professional manner at all times.
2. Abusive, offensive or unsportsmanlike conduct directed at any person will result in immediate penalties being imposed.
3. Drivers are also cautioned that they may be held responsible for the actions of their pit crews.

DISPUTES AND INTERPRETATION OF THE RULES:

1. If a dispute arises, or any rules require interpretation, the Race Director will adjudicate on the dispute or interpret the rules as the case requires.
2. The Race Director will make all decisions in accordance with these rules and in the interests of maintaining fair and equitable race conditions for the competitors.
3. The Race Director's decision as bound by these rules is final, and there is no appeal from the Race Director's decision.

MARSHALLING:

1. All entrants are required to marshal one race in each level of competition in which they compete. eg. consie, quarter final, semi final.
2. Entrants must marshal the semi/quarter/heat/consie after their own in each level of competition.
3. Entrants from the last semi/quarter/heat/consie in each level will marshal the first semi/quarter/heat/consie in that level.
4. Entrants in semi finals who are eliminated will marshal the final.
5. Entrants may nominate a substitute marshal only if the substitute is acceptable to all drivers in the race they are marshalling.
6. Substitute marshals will be appointed for disabled drivers.

DUTIES OF MARSHALS:

1. Clear the track of deslotted or malfunctioning cars.
2. Replace deslotted cars in the correct lanes without interfering with other cars.
3. Move cars away from glue areas during Track Calls - Wing cars only
4. Marshals will not perform repairs other than straightening braids and minor body straightening.
5. Marshals will occupy the position assigned to them by the Race Controller and perform their duties in an acceptable manner.

SOME COMMENTS ON MARSHALLING:

Good marshalling is essential for good racing.
The first duty of a marshal is to keep the track clear for racers who are not deslotting.
If deslotted cars are cleared quickly then the incidence of large "pile ups" is greatly reduced and the job of both marshals and racers is more enjoyable.
When replacing multiple deslotted cars marshals should attempt to replace the car that caused the incident last.

CONTROLLERS AND DRIVING:

1. Any controller device may be used as long as it does not increase the voltage or available amperage to the

track.
2. The Race Director/Controller may inspect controllers at his/her discretion.
3. Any device that is found to interfere with the track computer system will be excluded from the raceway.
4. Only the entered driver may operate any device which controls their car on the track.
5. Drivers must not have outside assistance in the operation of controllers and chokes or any related devices.
6. Drivers must occupy the appropriate position at the drivers' panel whilst racing. Special consideration will be given to Disabled drivers.
7. Only drivers competing in the current race will be allowed at the drivers' panel.

PENALTIES:

1. If required, the Race Director will apply penalties for rule infractions.
2. Penalties may range from warnings to laps deducted to exclusions from the event according to the severity of the offence.
3. Any deliberate rule infraction contrived to gain a performance advantage will result in exclusion from the class.

BLACK FLAG:

1. The Race Controller will demand the removal from the track of any car which is dragging on the track, interfering with other cars, or continually deslotting.
2. Any car that cannot complete a lap without deslotting will be black flagged.
3. The car may be repaired and returned to the track once repaired.
4. If the problem continues, the black flag will be enforced again.

TRACK CALLS:

The Race Controller may initiate a Track Call if he/she considers it necessary to maintain fair racing conditions. Track Calls may be initiated in the following circumstances or in other unforeseen circumstances at the discretion of the Race Controller.

1. Rider - automatic or manual
2. Cars off in main straight or bank
3. A marshal has too many cars to cope with.
4. A marshal not in position.
5. Recovery of car not possible whilst racing continues - unmarshalable car
6. Recovery of car will take an unreasonable amount of time.
7. Track fault.
8. During a track call there must be no work done on cars although braid straightening may be allowed at the discretion of the Race Controller.
9. The Race Controller must ensure that work on cars in the pits is halted during a track call and may appoint marshals to monitor the pit areas.

LAP COUNTER:

1. The lap counter will be deemed to be correct unless it can be proven otherwise.
2. If the lap counter is proven to be incorrect the Race Controller may take whatever action he/she deems necessary to maintain fair racing conditions and preserve as much of the completed racing as possible.
3. Actions may include – adding/subtracting laps, applying an average for a segment, re-running part or all of a race or races.
4. Where an average is to be applied the average will be calculated by adding together the total laps for the other seven lanes, subtracting the best and worst lanes totals and then divide by five. i.e. ((Sum 7 lanes)-(Sum best & worst))/5. The formula may be adjusted for tracks with less than eight lanes.

TRACK FAULTS:

1. Where a Track Fault (e.g. braid up, debris in slot) results in an entrant being disadvantaged the Race Controller may take whatever action he/she deems necessary to maintain fair racing conditions.
2. Such action may include – adjusting laps totals, allow the entrant time to repair damage to a car or controller.
3. Where an entrant is permitted to make repairs the Race Controller will inspect the car and advise the entrant as to what repairs are permitted. Damaged controllers may be replaced.

GLUING:

1. Traction compounds may only be used in classes denoted as "Glue Classes"

2. Traction compounds may only be applied before racing and during lane changes.
3. Entrants must not perform any action that will change glue conditions on any lane other than their own.
4. Traction compounds may be applied to the track in the designated zones and may only be spread around corners with glue spudger/rollers, etc.
5. Traction compounds may be removed whilst racing is in progress, but only by the driver. Drivers must take care not interfere with cars or glue conditions on other lanes.
6. In classes not denoted as "Glue Classes" compounds applied to tires must not leave any residue on the track.
7. Classes denoted as "Spray Glue" will run on a pre-conditioned track. The Race Director will attempt to maintain consistent racing conditions by re-applying spray glue as required.

TRACK POWER SUPPLY:

1. Nominal track voltage for racing in all classes shall be 13.2 volts DC to 14.2 volts DC.
2. Under no circumstances should track voltage exceed 14.2 volts DC during racing.
3. Qualifying voltage -

Sedan Classes - qualifying voltage shall be maintained at racing voltage - maximum 14.2 volts DC
Wing Classes - qualifying voltage shall not exceed 16.0 volts DC

RACE FORMAT:

1. The Australian move up system will be employed for all classes as outlined below.
2. All entrants will contest a series of consies, heats, quarter finals, semi finals and finals dependant on the number of entries.
3. All races designated as "consies" will be contested over four lanes only, running on either the "red set" ie: red, green, blue, purple or the "black set" ie: black, yellow, orange, white.
4. All other races will be contested over eight lanes.
5. Lane choice will be determined by either qualifying position or position from previous heat.
6. All races will be on a "move up" basis, and ensures that a minimum of 4 drivers will move up from each race.
7. See class rules for heat and lane change times.
8. Australian move up system according to total class entries -

1 to 8 entries: Final only.
9 entries: One heat and final. Fastest qualifier into final - top seven in race move up.
10 to 16 entries: Two semis and final. Top four in each race move up.
17 to 20 entries: One heat, two semis and a final. Fastest twelve qualifiers into semis top four in race move up.
21 to 24 entries: Two heats, two semis and final. Fastest eight qualifiers into semis - top four in each race move up.
25 to 32 entries: Four quarter finals, two semis and final. All entrants start in quarter finals - top four in each race move up.
33 to 36 entries: One consie, four quarter finals, two semis and final. Fastest twenty-eight qualifiers into quarter finals - top four in each race move up.
37 to 40 entries: Two consies, four quarter finals, two semis and final. Fastest twenty-four qualifiers into quarter finals - top four in each race move up.
40 plus entries: Fastest sixteen qualifiers in the quarter finals. All other drivers will be seeded into a number of consies - top four in each race move up.

BODIES:

1. All bodies used must be commercially available and must cover the entire chassis and guide.
2. No parts other than rear wheels may protrude.
3. Where a particular body or range of bodies is specified they must not be cut above the manufacturer's cut line.
4. Bodies must be painted to appear opaque with the exception of windows, which must be left clear.
5. Bodies must display at least three identical racing numbers.
6. Front wheel arches must also be left clear or cut out so that front wheels are clearly visible.
7. Bodies may be reinforced with tape and/or other suitable materials.
8. Front edges of side dams must be taped to prevent injury to marshals and spectators.
9. Maximum wing height (wing cars) - 63.5mm. Maximum front diaplane length (wing cars) - 12.7mm.
10. 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 windows and side to side.
11. Wing car interiors are permitted in Wing 12, Int. 15, Group 27, O.M.O and Pro Group 7.

GUIDE AND LEAD WIRE:
1. Only one guide per car.
2. Guide clips may be used.
3. Any lead wire may be used.

WHEELS FRONT:
1. All cars must be fitted with two front wheels located in the normal chassis position.
2. See individual classes for class specific rules.

WHEELS REAR:
1. Any colour/compound rear wheels may be used.

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GROUND CLEARANCE AND WIDTH:
1. Clearance checking will be performed on a flat tech block recessed to duplicate the track braid recess, if any.
2. The rules for each class will specify “starting” and “minimum” track clearance for the front and rear of the car and a maximum width.
3. All cars must meet the starting track clearance, as specified in the class rules, at the start of any race.
4. After the first heat all cars must meet the minimum track clearance, as specified in the class rules, at all times during racing.
5. Any car found to have less than the minimum track clearance for the class at the beginning of any heat will have to be rectified and have the clearance rechecked under Green Flag racing conditions.
6. The rear of the car includes all parts of the motor, chassis, bracing and gears etc.
7. The front edges of any chassis must have no sharp edges. They must be chamfered or radiused to avoid any track damaged.

Mini Gt Touring cars

Entry fee $15.00

Race duration

Qualifying	1 minute / no bye - Power 13.6 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 EL Falcon or Sunset VS commodore are the only permitted bodies full interior painted a minimum of three colors

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:-
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 proved 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 or 3/32 solid only
Oilite type bushings only may be glued or soldered in place.

Gears

Any unmodified 48 D.P or 64 DP gears.

Motor

JK Products Falcon 7 motors only

SUPER 16D GTP SPECIFICATIONS

Entry fee $15.00

Race duration

Qualifying	1 minute / no bye – Power Race 13.6 Q 14.2 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 proved 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 or 3/32 solid only
Oilite type bushings only may be glued or soldered in place.

Gears

Any unmodified 48 D.P or 64 DP gears.

Motor

Parma 500,501, 502 standard, Deathstar
Parma 498 IX rotor setup or Fastone’s AT midnight setups are P/slot FX setup Kelly D Can and Camen Demon Setup will 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 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 Race 13.6 Q 14.2 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
O/S Caddy Hi down force part no 67.

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.
Any brush hoods, buss bars and spring post may be used
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 minimum50 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 13.6 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.
Any brush hoods, buss bars and spring post may be used
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 minimum50 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 $30.00

Race duration

Qualifying	2 minute / bye round 30 second penalty - Power 16 volts / Race 13.6V
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 13.6 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 13.6 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

GP 7 OMO SPECIFICATIONS

Entry fee $25.00

Race duration
Qualifying 1 minute no bye power 13.6 volts
Finals only 4 miniute 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
Only one motor is permitted motor for qualify and the race; motor will be marked will dye at Tech inspection

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.

All information about accommodation was correct at the time of printing these rules