

**Vancouver Speedway
General Racing Rules**

General Racing Rules

1. This is a private residence. It costs you nothing to race here. All that's required is that you bring your racing equipment and a good attitude. Family and friends welcome.
2. Repair on cars is allowed during the race but must be done when track power is on. When the track power is off only limited work is allowed on cars. If the car is functional it must be driven to the appropriate pit stall before it is removed from the track. If the car is not functional a track call will be initiated to allow for the damaged car to be removed from the track. **During a race and with track power on, don't stop car in front of driver's station!**
3. Cars must remain at the track during lane changes. Exceptions; when car is already in the pit area when the power was removed.
4. A racer may check car, cool motor, clean tires, straighten guide, straighten bodies, replace braid, oil the chassis, apply braid juice and replace or push in pins during lane changes. No other work is allowed.
5. Track calls:
 - a. Braid up or other track surface failure
 - b. Power failure (one or all lanes)
 - c. Debris in slot
 - d. Car cannot be marshaled (on floor or under overpass)
 - e. Lap counter or track equipment failure
 - f. Rider
6. If you race, you must turn marshal!

Race Schedules

Regular Saturday Races

1. The track will be open for race practice at 2 pm.
2. Tech inspection and qualification runs will start at 4:30 pm. Qualifications for both races will be done up front to help expedite the races.
3. The first race will start at 5:30 pm (Sprint or Crash and Burn).
4. The second race will start at 7 pm (Sprint or Crash and Burn).
5. Each race will use a staggered start with individual starting positions determined by qualification results. Starting lane will be selected in qualifying order.

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Endurance Races

1. The track will be open for race practice and car setup at 1 pm
2. There will be no qualifying and the race will begin at 3 pm.

Race Formats

Sprint Race

This is the normal race format with each car running a 2 minute heat on each selected lane with a 2 minute intermission between heats. The winner is the individual who has the most accumulated laps at the end of the race. The turn marshal rules apply.

Crash and Burn

As in the Sprint Race each car will run a heat in each lane. There will be no turn marshals, no track calls, and each heat will be set for 20 laps. If a car is de-slotted it is to stay where it is until the end of the heat. Two-minute intermissions will be programmed for this race. All six lanes will be used for the race with only one rotation. The winner is the individual who has the most accumulated laps at the end of the race (maximum of 120 laps).

Endurance Race

The Endurance Race is a 1,000 lap team race run with three-minute heats and two-minute intermissions. There will be a maximum of 6 each 2 driver teams allowed to participate in the race. This race is setup only for the Retro Flexi GT Coupe class of cars. The following rules apply:

1. When a car reaches the 500 Lap point in the race it must be driven to its pit stall for the following:
 - Mandatory rear tire change
 - Mandatory Driver change.
2. When you are not driving you must corner marshal when your car is not in the pit.
3. The following components can be changed on your vehicle during the race:
 - Any body component including the entire body. The replacement body must be identical in type, numbers, and paint scheme. Reuse the initial interior.
 - Motors and gears.
 - Tires
 - Any chassis component but not the whole chassis.
4. The winning team will be the first to accumulate 1000 laps.

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General Specifications

Bodies:

1. All cars must resemble full sized racecars with three numbers of reasonable size place on the sides and top (or hood)
2. Each car will be equipped with a scale three-dimensional detailed driver and interior.
3. All cars must be painted so that the chassis is not visible when viewed from above and to the sides. A clear strip is allowed to separate the built in wing from the body.
4. Front and rear wheel wells must be left clear or be cut out.
5. Only those bodies specified for the class can be used.

Motors:

1. Motor can be notched for axle clearance.

Width:

1. Unless otherwise noted, no car may exceed 3.25 inches in width excluding body pins.

Clearance:

1. Unless otherwise noted, gear must be level with or above the bottom of the chassis.

Wheels:

1. All tires must be black in color.

Guide:

1. All classes may use only one guide flag.

Wires:

1. All classes may use “earring clips” to secure lead wires.

Gears:

1. Unless otherwise noted, there are no restrictions on type, pitch or gear ratio.

Race Car Classes

There will be 6 car classes run at the speedway; IRL/Indy Car, the LMGTP, 4” Craftsman Truck, Sprint Cup 4” NASCAR, GTR and Retro Flexi GT – Coupe.

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IRL/Indy Car

Motors:

- Only JK "Falcon" or Slick 7 motors are allowed.
- Motor may be ground at the rear to provide rear axle clearance.
- No other modifications are allowed.

Chassis:

- Only "Flexi" type Indy style chassis allowed.
- Pin tubes may be added and chassis may be braced.
- Only bushings allowed - no ball bearings.
- Pan movement may be increased or restricted.
- Lead weight may be added.
- Front wheels must be at least 0.375" in diameter rubber tires and must rotate on the axle.
- Front axle location may be modified to fit body length.
- Rear axle vertical location may be changed.
- Rear tire width may not exceed .810".
- Vertical Motor Mount may be trimmed and/or removed.
- No other modifications allowed.

Clearance:

- The chassis and spur gear must not touch the track at tech inspection and must not drag on the track during qualifying runs or any time during the race. Initial clearance must be at least 0.032 inches.

Bodies:

- Only IRL Indy bodies (JK, Parma or Champion) are allowed.

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LMGTP

Motors:

- Only JK "Falcon" or Slick 7 motors are allowed.
- Motor may be ground at the rear to provide rear axle clearance.
- No other modifications are allowed.

Chassis:

- Only mass-produced 4" "Flexi" style chassis allowed.
- Pin tubes may be added and chassis may be braced.
- Only bushings allowed - no ball bearings.
- Pan movement may be increased or restricted.
- Front axle towers may be trimmed.
- Front axle is not required.
- Front wheels must be at least 1/2inch (.500") diameter and may be attached to the body.
- No lightweight pans allowed.
- Lead weight may be added.
- Rear tire width may not exceed .810".
- Vertical Motor Mount may be trimmed and/or removed.
- No other modifications allowed.

Clearance:

- The chassis and spur gear must not touch the track at tech inspection and must not drag on the track during qualifying runs or any time during the race. Initial clearance must be at least 0.032 inches.

Bodies:

- Any 1/24 LMP/GT1 bodies from JK (including the Courage), Champion, Parma or Red Fox. The below listed Outisight 1/24 GT1/LMP bodies are also approved for this class.
 - i. OS-062 Ferrari GT 333 LMP
 - ii. OS-063 USRA spec version Ferrari GT 333 LMP
 - iii. OS-084 Porsche K8 LMP-GT1
 - iv. OS-085 BMW 12 LMP-GT1
 - v. OS-280 Mercedes LMP-GT-1
- Body must be cut along the manufactures cut line (if provided).
- Rear spoiler must be no more than 1.5 inches tall as measured from the tech block to the highest point on the side of the spoiler.

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GTR

Motors:

- Only JK "Falcon" or Slick 7 motors are allowed.
- Motor may be ground at the rear to provide rear axle clearance.
- No other modifications are allowed.

Chassis:

- Only mass-produced 4" "Flexi" style chassis allowed.
- Pin tubes may be added and chassis may be braced.
- Only bushings allowed - no ball bearings.
- Pan movement may be increased or restricted.
- Front axle towers may be trimmed.
- Front axle is not required.
- Front wheels must be at least 1/2inch (.500") diameter and may be attached to the body.
- No lightweight pans allowed.
- Lead weight may be added.
- Rear tire width may not exceed .810".
- Vertical Motor Mount may be trimmed and/or removed.
- No other modifications allowed.

Clearance:

- The chassis and spur gear must not touch the track at tech inspection and must not drag on the track during qualifying runs or any time during the race. Initial clearance must be at least 0.032 inches.

Bodies:

- Body must be cut along the manufacture's cut line.
- Only the below listed JK bodies are allowed:
 - C5R Corvette, JKP-71131A
 - C6 Corvette, JKP-7126A
 - Ferrari Marenello, JKP-7113A
 - Jaguar GTS, JKP-71111A
 - Aston Martin, JKP-7124A
 - Cadillac CTS, 7123A

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4" Craftsman Truck

Motors:

- Only JK "Falcon" or Slick 7 motors are allowed.
- Motor may be ground at the rear to provide rear axle clearance.
- No other modifications are allowed.

Chassis:

- Only mass-produced 4" "Flexi" style chassis allowed.
- Pin tubes may be added and chassis may be braced.
- Only bushings allowed - no ball bearings.
- Pan movement may be increased or restricted.
- Front axle towers may be trimmed.
- Front axle is not required.
- Front wheels must be at least 1/2inch (.500") diameter and may be attached to the body.
- No lightweight pans allowed.
- Lead weight may be added.
- Rear tire width may not exceed .810".
- Vertical Motor Mount may be trimmed and/or removed.
- No other modifications allowed.

Clearance:

- The chassis and spur gear must not touch the track at tech inspection and must not drag on the track during qualifying runs or any time during the race. Initial clearance must be at least 0.032 inches.

Bodies:

- Only late model 4" P/U bodies are allowed in this class.
- Bodies must be cut along the cut line if provided.

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Sprint Cup 4" NASCAR

Motors:

- Only JK "Falcon" or Slick 7 motors are allowed.
- Motor may be ground at the rear to provide rear axle clearance.
- No other modifications are allowed.

Chassis:

- Only mass-produced 4" "Flexi" style chassis allowed.
- Pin tubes may be added and chassis may be braced.
- Only bushings allowed - no ball bearings.
- Pan movement may be increased or restricted.
- Front axle is required.
- Front wheels must be at least 1/2inch (.500") diameter and must rotate around the front axle.
- No lightweight pans allowed.
- Lead weight may be added.
- Rear tire width may not exceed .810".
- Vertical Motor Mount may be trimmed and/or removed.
- No other modifications allowed.

Clearance:

- The chassis and spur gear must not touch the track at tech inspection and must not drag on the track during qualifying runs or any time during the race. Initial clearance must be at least 0.032 inches.

Bodies:

- Only the Parma 1/24th bodies listed on the next page are allowed.
- Each body must be adorned with one of the Parma sticker sets shown on the next page.
- Body must be cut on the manufacture's cut line.



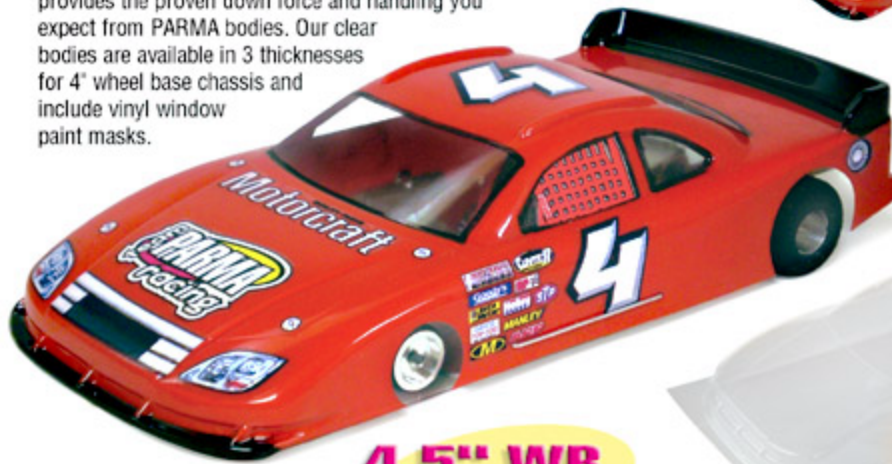
New



Introducing Our New...

1/24 '08 COT Stock Car Bodies

The new Car of Tomorrow body has been designed to reflect the current full scale specifications - one body design for all makes with new rear spoiler and front end splitter. This design provides the proven down force and handling you expect from PARMA bodies. Our clear bodies are available in 3 thicknesses for 4" wheel base chassis and include vinyl window paint masks.



Full color decals are available separately. They are designed for any stock car bodies. Each piece on is pre-cut for easy peel and stick application. New Type T decal sheets will be available soon.



New

4.5" WB Coming Soon

| | | | |
|--------|---|---------------|-------------------|
| #1035A | 1/24 '08 COT Stock Car - 4' WB - Clear .007 Body w/Window Masks | \$6.79 Retail | UPC #659548015283 |
| #1035B | 1/24 '08 COT Stock Car - 4' WB - Clear .010 Body w/Window Masks | \$6.49 Retail | UPC #659548015290 |
| #1035C | 1/24 '08 COT Stock Car - 4' WB - Clear .015 Body w/Window Masks | \$6.49 Retail | UPC #659548015306 |
| #757C | 1/24 Stock Car Decals - Type C - Detail And Numbers (6 Pcs @ \$1.29 Ea) | \$7.74 Retail | UPC #659548015252 |
| #757D | 1/24 Stock Car Decals - Type D - Detail And Numbers (6 Pcs @ \$1.29 Ea) | \$7.74 Retail | UPC #659548015269 |
| #757F | 1/24 Stock Car Decals - Type F - Detail And Numbers (6 Pcs @ \$1.29 Ea) | \$7.74 Retail | UPC #659548015276 |
| #757T | 1/24 Stock Car Decals - Type T - Detail And Numbers (6 Pcs @ \$1.29 Ea) | \$7.74 Retail | UPC #659548015313 |

Available Now - Order Today!

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Cape Horn Speedway

Retro Flexi GT – Coupe

Motors:

- Only JK “Falcon” or Slick 7 motors are allowed.
- Motor may be ground at the rear to provide rear axle clearance.
- No other modifications are allowed.

Chassis:

- Only mass-produced 4” "Flexi" style chassis allowed.
- Pin tubes may be added and chassis may be braced.
- Only bushings allowed - no ball bearings.
- Pan movement may be increased or restricted.
- Front axle is required and must run through the uprights..
- Front wheels must be at least 5/8 inch (.625") diameter and must rotate around the front axle. O-ring tires are ok.
- No lightweight pans allowed.
- Lead weight may be added.
- Rear tire width may not exceed .810".
- Vertical Motor Mount may be trimmed and/or removed.
- No other modifications allowed.

Clearance:

- The chassis and spur gear must not touch the track at tech inspection and must not drag on the track during qualifying runs or any time during the race. Initial clearance must be at least 0.032 inches.

Weight:

- Minimum of 100 Grams ready to race.



Bodies:

- Only the bodies detailed on the following pages are allowed in this class.
- Body must be cut along the manufactures cut line.
- Front wheel arches must be cut out.
- Bodies must be painted and carry at least three racing numbers, one on each side, and one on the front/hood.
- A single, flat plastic spoiler set at any angle may be added to the rear of the body only. The spoiler's chord length is limited to a maximum of 1/2” (12.7mm) and must be no wider than the outer edges of the body. Spoiler is to be painted to match the body paint scheme.
- The maximum rear body height with a spoiler is 1.750”

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- Bodies must carry a separate, painted (at least two colors), three-dimensional interior comprising a driver (helmet, shoulders, and arms), a steering wheel, and cockpit representation.
- No paper interiors.

| | | |
|---|----------------|--|
| <p>Ferrari 330 P4</p>  | <p>Red Fox</p> | <p>Available at PCH as pre-painted bodies only; 4366, 4367, 4368, 4369, 4370, 4371 and 4372</p> |
| <p>Ford GT40</p>  | <p>JK</p> | <p>Available at PCH clear body .010 only; JK7082B</p> |
| <p>Ford GT40</p>  | <p>Red Fox</p> | <p>Available at PCH clear body (RF-D321C) or prepainted; 4356, 4358, and 4360</p> |
| <p>Ford Mk IV</p>  | <p>JK</p> | <p>Available at PCH clear body .010 only; JK71901B</p> |
| <p>Ford Mk IV</p>  | <p>Lancer</p> | <p>Available at PCH clear body;L156</p> |
| <p>Lola T70</p>  | <p>Lancer</p> | <p>Available at PCH clear body;L153</p> |
| <p>Lola T70</p>  | <p>Red Fox</p> | <p>Available at PCH clear body; RF-D323C or as prepainted bodies; 4361, 4362, 4363, 4402, 4403, 4404, 4405, 4406, 4407, and 4408</p> |

| | | |
|--|----------------|---|
| <p>Porsche Carrera</p>  | <p>JK</p> | <p>Available at PCH clear body, .007; JK71903A</p> |
| <p>Porsche 917 SH</p>  | <p>Red Fox</p> | <p>Available at PCH clear body; RF-D327C or as pre-painted bodies; 4388, 4390, 4392, 4394, 4374, 4375, and 4376</p> |

Some of the pre-painted cars at PCH

