

CLASS RACING GUIDELINES FOR 1/24TH SCALE MODEL CAR RACING COMPLIMENTS OF  
CHAMPION OF CHAMBLEE

THESE GUIDELINES ARE ENTENDED TO ASSIST RACEWAYS IN RUNNING THEIR RACING  
PROGRAMS AND MAY BE ALTERED TO MEET THE INDIVIDUAL NEEDS OF EACH SHOP -

GENERAL RULES:

1. WIDTH All bodies either Open or Closed wheel may be no more than 3 1/4" wide at any point, including body details, flares etc. Round head or T head body mounting pins may extend beyond the 3 1/4" maximum (glass headed map type pins not allowed).
2. CLEARANCE 1/16 minimum for chassis and gear with no exceptions.
3. TIRES Front and rear 5/8" O.D. minimum. No maximum width. Either 3/32 or 1/8 bore acceptable.
4. CHASSIS In all classes except GP-7 and 27, chassis must be available in kits or RTR's, and meet with price restrictions. Must be completely covered when viewed from above (unless viewed through legal openings, such as scoops or vents). May not be lightened or modified in any way. Any parts replacement must be made with original part. GP-7 and GP-27 chassis are free design and have no price restrictions.
5. WHEELS All four (4) must touch and roll.
6. RUNNING GEAR when viewed from above must be completely covered by the body.
7. WEIGHT Is defined as lead only (no brass). In group racing braces may be added for strength.
8. GUIDE FLAGS Only one flag as a guide and pickup device per car. When pointed straight ahead the guide flag must be covered when viewed from above. Guide flag must be located on the center line of chassis (+ or - 1/8 inch).
9. PARTS REPLACEMENT Any small component assemblies may be replaced or changed during competition, except original chassis and body. At the option of the tech inspector and/or race director, a car may be checked for track clearance after tire change.
10. MODIFICATIONS Any modifications performed after tech inspection must be observed and approved by the Race Director and/or designated race official.

BODIES:

11. BODY should be approximately 1/24th scale. All bodies must be fully painted and have 3 numbers properly located (hand painted or decals).
12. CUTTING AND TRIMMING Edges may be trimmed slightly to lower car provided no major molded detail is removed. Illegal trimming after tech inspection, at the discretion of the Race Director, can result in immediate disqualification.



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13. AIR CONTROL DEVICES Side air dams and rear spoiler max height 2 1/2" measured from surface of tech block. Side air dams must be clear. All corners on diaplane and side air dams must be rounded. Max diaplane length 1".
14. FENDER WELLS May be trimmed to provide clearance for tires providing this clearance doesn't extend into the top surface of the body. Wheels must be centered wheel wells. If front wheel wells are not cut out they must be clear.
15. INTERIOR AND DRIVER Each car must contain a suitable painted three dimensional driver with helmet, shoulders, arms and steering wheel mounted securely in the original cockpit opening. Drivers head must be mounted so that his normal vision will not be obstructed through a clear windshield. No part of the chassis or track surface may be visible through the cockpit area. Cockpit area and windshield must be clear.
16. CONCOURSE It is recommended that for concourse a car resembling an actual race car be first considered. If no such car is available, then one which is suitably painted with exhaust pipes, intake stacks, detailed interior, etc.

DRIVERS:

17. DRIVERS MEETING It is suggested as a standard procedure, a drivers meeting of all those who are actively participating be held prior to qualifications. At this time the Race Director will announce drivers responsibility, conduct, corner marshalling procedures and any special house rules including gluing procedures for qualifying and racing.
18. DRIVERS RESPONSIBILITY There must be a closing time for tech inspection at sanctioned or advertised races. An individual who desires to race in competition and techs his car in will not be allowed to have another driver substitute at a later hour because that individual was not there to tech in or qualify on time. There will be no penalties as the above clearly stated and substitutions prohibited.

(It is the drivers responsibility to be available when his number is called to qualify. Should the individual not be in, at or near said premises, he will be moved up in position as previously determined by the Race Director at the drivers meeting and recalled. If on the 2nd call the competitor does not appear, he automatically starts in the last heat, no qualifying attempt will be allowed. If he doesn't show in time for his heat, he will be bypassed).



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19. CONDUCT Lap penalties will be given by the Race Director for unsportsman like behavior (such as abusing turn marshalls and/or other competitors during qualifications and/or competition). Profanity is absolute grounds for instant disqualification. The lap penalties will be predetermined by the Race Director, at the drivers meeting prior to the beginning of qualification and/or race.
20. CORNER MARSHALLS All drivers shall serve as corner marshalls during qualifications and the race. Refusal to do so will result in lap penalties or disqualification at the discretion of the Race Director. Suggestions: Have a consie driver marshall for B-Consie, Semi drivers for A-Consie, main event drivers for Semi, all losers for marshalling the Main.

(Corner Marshalls are absolutely not permitted to repair any cars while marshalling. This includes cleaning or gluing tires and/or track, changing braid, and replacing lost components, etc. A corner marshall acting as a pit man must be back at his assigned position at the start of each heat or his driver will be given a minimum of a two lap penalty.)

TRACK EQUIPMENT:

21. TRACKS Used in sanctioned event should be cleaned thoroughly before race day. There are no specifications as to the method of cleaning the track (and braid) except that one should use discretion in that, the end result of the cleaning does not seriously hamper traction.
22. LAP COUNTERS Are considered correct unless proven faulty. It is the drivers responsibility to have his car activate the counter. If a situation arises where the counter does not count and is absolutely proven faulty and incorrect, it will be the obligation of the Race Director to re-run that heat over and take immediate action to correct the counter, if this is not possible, an unbiased individual should be assigned to count laps.

TYPE OF CARS:

23. CARS
- |               |   |
|---------------|---|
| Open Sports:  | Open cockpit sports car                               |
| GT Coupe:     | Closed cockpit sports car                             |
| Stock Car:    | Grand National Stock Car ('65 & up as raced by        |
| Formula:      | FIA Formula 1 Grand Prix ('61 & later)USAC, NASCAR)   |
| USAC:         | Indy-type USAC Championship cars                      |
| Transam-SCCA: | Trans Am Sedans (such as Mustangs, Camaros, Javlines) |
| Modifieds:    | Nascar type modifieds                                 |

RACE DAY PROCEDURES:

24. REGISTRATION All cars shall be inspected and impounded (recomended but optional) before registration closing time (registration and tech closing time must be included in race announcement). No cars accepted after closing time. Track power shall be turned off 30 minutes before closing registration to check track conditions before qualifications begin.



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25. QUALIFYING No glue to be used during qualifying unless house rules dictate otherwise. Pro drivers qualify first, followed by Semi Pro's, then Amateurs. Qualifying attempt must be completed once started. Race Director may grant a bye only for failure of track equipment, spectator interference, unsportsmanlike behavior of a marshall or other driver or if car will not run at start of qualifying attempt. (If the car moves either forward or backward, or motor runs, or driver hooks up controller incorrectly and destroys his car, a bye may not be granted)

NOTE: If a driver is granted a bye because his car will not run, he forfeits his pre qualifying practice period.

QUALIFYING OPTIONS

(OPTION #1 - PREFERRED) No pre qualifying practice time. For a two minute period, each driver will be timed on every other lap (every lap if possible).

(OPTION #2) Same as Option #1 but a one minute qualifying period (to be used only if timing equipment can time every lap).

(OPTION #3) A one minute practice period, then each driver will be timed on every other lap for a total of four timed laps.

(OPTION #4) A one minute practice period, then a two minute run for total laps and sections. The exact spot the car stops should be marked by a piece of masking tape with the cars no. on it put on the side of the track. It is suggested that if there are over 50 entries, drivers will qualify two at a time two lanes apart.

(OPTION #5) Same as Option #4 but a one minute run for total laps and section (recommended for races with over 50 entries drivers qualify one at a time).

In all qualifying options, the order of registration is used to break ties (first one to sign up wins).

In qualifying Options #1, #2 and #3, the lowest time will be used to determine lane choice in the feature races.

In qualifying Options #4 and #5, the most laps and sections (plus part sections) will determine lane choice.

26. LANE CHOICE Starting lanes will be determined by qualifying results, fast time having first choice, etc.
27. LANE CHANGES Three minutes will be allowed for lane changes (unless house rules dictate otherwise). Each driver or members of his pit crew must move the car and change lane markers. Lane



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markers will be put on the windshield area of the car (one marker only). Car may be worked on during lane changes but must be put back exactly where it stopped. NOTE!! Putting a car back on the track in a different place to attempt a gain in advantage in track position will result in immediate disqualification (NO SECOND CHANCE!!)

28. TRACK GLUING All races will be either no glue or limited glue.

In a no glue race, glue will not be applied to tires or track at any time, Infractions will result in immediate disqualification.

In a limited glue race, glue may be applied to track only in designated areas (usually a one foot strip just before a turn). Gluing outside these areas will result in immediate disqualification (no 2nd chance!!) Glue must be applied sparingly and spread with a rag or fingertips.

29. FEATURE RACES

(OPTION #1 - PREFERRED)

MAIN EVENT: No sit outs for Main Event, four move ups from each Semi (for classes of 8 entries or less there will be a Standard Main Event).

SEMI MAIN: For classes of 10 to 16 entries. There will be two Semi Mains. The A-Semi will be made up of odd number qualifiers I.E.: First, Third, Fifth, Seventh, Ninth, etc. The B-Semi will consist of even numbered qualifiers, I.E.: Second, Fourth, Sixth, Eighth, tenth, etc. The four drivers with the highest lap total in each Semi will move up to the Main. NOTE - For a class with nine entries, the ninth qualifier will start in the B-Semi. The Eight drivers with the highest lap totals in either A or B Semi move up to the Main. (this prevents the A-Semi, which has only 4 drivers, from sandbagging and not racing to save their cars). Lane choice for the Main will be based on lap totals in the Semi's, I.E.: the driver with the most laps in either the A or B Semi will have first choice of lanes. The driver with the second highest lap total in either the A or B-Semi will have second choice, etc.

For classes of 17 or more entries, the breakdown will be as follows:

"A" Semi 1st, 3rd, 5th, 7th, 9th, and 11th qualifiers, plus two move ups from A-Consi.

"B" Semi 2nd, 4th, 6th, 8th, 10th and 12th qualifiers, plus two move ups from A-Consi.

(First and Third place finishers in A-Consi go into the A-Semi - 2nd and 4th finishers in the B-Semi)

"A" Consi Next 5 qualifiers, plus 3 move ups.

"B" Consi Next 6 qualifiers plus two move ups.

(OPTION #2)

MAIN EVENT: 4 fastest qualifiers, plus 4 move ups

SEMI MAIN: Next 5 qualifiers, plus 3 move ups

"A" CONSI: Next 5 qualifiers, plus 3 move ups

"B" CONSI THRU END: Next 6 qualifiers plus 2 move ups



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30. LENGTH OF HEATS

MAIN EVENT: Pro and Semi Pro, 8 - 5 minute heats, drivers run all eight lanes (Preferred) or 4 - 10 minute heats, drivers run on every other lane  
SEMI MAIN: Pro and Semi Pro, 4 - 5 minute heats.  
Amateur, 4 - 3 minute heats.  
"A" CONSI: All classes - 4 - 3 minute heats.  
"B" CONSI: All classes - 4 - 2 minute heats.

31. PRACTICE TIME A maximum of two minutes will be allowed for practice, car adjustment, gluing (if allowed), etc., before each Consi, 3 minutes before each Semi, and five minutes before the Main Event. No additional time will be allowed.

32. TRACK CALLS - N O N E - The power will not be turned off during race except in extreme unfair or dangerous situations as observed by the Race Director. A braid or power failure will result in a track call.

33. PROTEST Protests must be made to the Race Director and/or Tech Inspector immediately after occurrence, or forgotten forever. The Race Director will make the final decision using common sense and fair play as guidelines.

34. SERIES RACING A race series shall consist of a minimum of six races. Points shall be awarded as follows:

1st - 10 Points  
2nd - 8 Points  
3rd - 6 Points  
4th - 5 Points  
5th - 4 Points  
6th - 3 Points  
7th - 2 Points  
8th - 1 Point

Qualifying Fast Time:  
1 Point

35. RACE ANNOUNCEMENTS It is suggested and recommended that race announcements be complete and consist of the following:  
\_\_\_\_ Name of Raceway \_\_\_\_ Location \_\_\_\_ Phone Number (w/area code)  
\_\_\_\_ Race Director/Tech Inspectors names (if known at the time of the announcement) \_\_\_\_ Class of Cars \_\_\_\_ Entry Fee \_\_\_\_ Gear Clearance  
\_\_\_\_ Opening and Closing Time of Tech Inspection \_\_\_\_ Sanctioning and/or Sponsoring Organization \_\_\_\_ Prize Money \_\_\_\_ Usual House Rules  
\_\_\_\_ Use of Glue or No Glue in Qualifying and Race

DEFINITION OF CLASSES:

36. GROUP 12

- A. Must be available in kit or RTR form.
- B. Retail price not to exceed \$16.95.
- C. Motor retail price maximum \$7.95, Armature \$3.99.
- D. Armature may not be balanced or epoxied.
- E. Chassis must be commercially mass produced and retail for no more than \$6.99
- F. No ball, roller, or needle bearings anywhere in chassis or motor. (Exception is Mabuchi tin can motors, bearing legal if installed by Mabuchi).

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37. GROUP 15

- A. Must be available in kit or RTR.
- B. Retail price not to exceed \$21.00.
- C. Motor retail price \$10.95, armature price \$4.99.
- D. Armature may not be balanced or epoxied.
- E. Chassis must be commercially mass produced and retail for no more than \$8.95.
- F. No ball, roller, or needle bearings allowed anywhere in chassis or motor. (Exception is Mabuchi tin can motors, legal if installed by Mabuchi).

38. GROUP 20

- A. Official GP-20 chassis must be used. Retail price not to exceed \$9.95.
- B. Retail price of kit or RTR not to exceed \$27.95.
- C. Motor price not to exceed \$15.00, armature price \$7.99.
- D. Only legal armatures may be used. Specifications are: 40 turns of 27 guage wire (+2) GP-20 tag must be inserted in armature, stack length .465" ( $\pm .015$ ), timing 20° ( $\pm 30$ ), stack diameter .517 ( $\pm .5$ ). At this writing only two manufacturers have legal 20 armatures, Mura and Champion.
- E. No ball, roller, or needle bearings allowed anywhere in chassis or motor. (Exception is Mabuchi tin can motor, if installed by Mabuchi).

39. GROUP 27

- A. Only legal Group 20 armatures may be used. This is the only restriction place on this class. Group 7 rules apply to other specifications.

S H O P   O W N E R S   -   R A C E   D I R E C T O R S.....

THESE GUIDELINES HAVE BEEN FURNISHED AS A SERVICE OF CHAMPION OF CHAMBLEE TO ASSIST YOU IN YOUR RACING PROGRAM. THE OPTIONS ARE OFFERED BECAUSE OF THE DIFFERENT WAYS RACES ARE RUN THROUGHOUT THE WORLD. WE ALSO OFFER RACING POSTERS (PUT YOUR OWN RACE DATE AND TIME IN THE BLANKS), RACE WORK SHEETS, EVERYTHING YOU NEED TO RUN A SUCCESSFUL RACING PROGRAM. THEY ARE YOURS FREE - JUST WRITE US. IT'S OUR WAY OF SAYING "THANK YOU" FOR USING CHAMPION PRODUCTS. GLAD WE COULD ASSIST YOU.

BOB RULE  
CHAMPION OF CHAMBLEE

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