

The ShootOut Series

General Rules 2009 – 2010 Nascar / LeMans Prototype (LMP)

Raceway

On race day the raceway will provide the following

- The tracks will be fully prepped for racing.
- The tracks will be ready for the 90-minute practice session running from 4:30 PM to 6:00 PM. This practice will be available only to Shootout competitors
- The raceway will be responsible for collecting entry fees and signing up racers.
- The raceway will provide a race announcer whose job will be to run the lap counter and make race commentary.
- By agreeing to participate in this series the raceway agrees to use all of the Shootout Rules and running procedures, regardless of local norms or house rules.

Track Conditions

Once the tracks have been prepped by the raceway, gluing or cleaning of tracks by competitors will be prohibited.

Entry Fee

- The entry fee shall be 15 dollars per person per class.
- Track Time will be sold at the discretion of the Raceway.

Practice

- Practice #1 will run from 4:30 PM to 6:00 PM.
- Practice #2 will run immediately after the completion of Nascar race and last for 15 minutes. This is a brief practice for last minute adjustments to LMP class cars.

Tech

- Nascar tech will be open from 6:00 PM to 6:20 PM.
- LMP tech will open at the conclusion of Practice #2 and be open for 20 minutes.
- Cars not in tech by this time will not be allowed to run in the race.
- Once a car has been tech'ed it is considered impounded.
- Any racer working on a car once impounded will be disqualified.
- Top three finishers in Nascar and LMP will be tech'ed.

Impound

- Any time the cars are impounded before, during, or after the race they may not be handled by any one other than the tech director. With the exception of a driver removing his or her car from impound to return to the race.

Unsportsmanlike Conduct

- Unsportsmanlike Conduct on the part of a driver or turn marshal will subject violators to immediate disqualification at the discretion of the race director. Verbal abuse or profanity will not be tolerated. The race director may first warn drivers or marshals if their behavior is unacceptable. Serious or repeat violations will result in a 5-lap penalty for the first infraction and disqualification for the second.

Race Format

- All Nascar and LMP races will be 3 minutes on and 2 minutes off. All races will be 'round robin' mains with randomly assigned starting positions. All ties of laps and sections will result in a "tie" with payout and points being spilt evenly between those drivers.

Corner Marshalling

- The use of cellphones or any distracting electronic devices while marshalling will not be permitted. Failure to observe this rule will result in a 5-lap penalty.
- A marshal's number one priority is putting deslotted cars back in their correct slot.
- You must corner marshal when called upon, even if you feel it is not 'your turn'.
- Failure to marshal when called shall result in a 5-lap penalty for each heat.
- A mutually agreeable substitute marshal may take your place, but you must notify the race director.
- Corner marshals may not leave their positions to work on someone else's car unless they get a substitute before they leave. Failure to do so will result in 5-lap penalty for the person whose car you are working on.
- Marshals should only make minor, immediate repairs to cars while at their positions (fix braid, uncrumple body, etc...). If the work on the car is serious enough to impair a marshal's ability to do his or her job, the car must be given to the driver or his or her pit crew.
- Volunteering to marshal when you are not required does not excuse you from marshalling when you are required.
- If you are a 'sit out' driver, your car must be impounded and you must corner marshal.

Track Calls

- The power will only be turned off for extremely unfair or dangerous situations. The following are the only acceptable reasons
 - A. Braid up
 - B. Power Failure (one lane or all)
 - C. Debris in slot
 - D. Lap counter or track equipment failure
 - E. An unmarshallable car
 - F. Car in wrong lane (rider)
- During a track call, there will be absolutely no work performed on the cars. Doing so will result in a 10-lap penalty. This restriction applies to both drivers and their pit helpers.

Lap Counter

- The lap counter will be considered correct unless it can be proved otherwise.
- The counter should be corrected if necessary (as when a car crosses in the wrong lane).

Black Flag

- The race director is obliged to Black Flag any car which is dragging, interfering with other cars, or continuously de-slotting due to mechanical problems. Upon being Black Flagged the driver must bring the car in for repairs immediately. If the problem is not corrected the Black Flag may be enforced again as required.

Lane Change

- Racers are required to use lane change cards. These cards must stand vertically in the slot of the lane the driver will be changing to at the end of the break. If a lane is without a lane change card during a lane change (except in the case where a returning driver was sitting out) the car must be moved back to the track section immediately following the lap counter.
- Following each lane change all cars must be returned to the track in the positions where they stopped. Putting a car back on the track forward of its original position will result in a 5-lap penalty. A second infraction will result in disqualification. It is the driver's responsibility to know where his car stopped.
- If you are to be sitting out the next heat you must be sure the race director has recorded your track section before you remove your car from the track, when you return to the race your car must go back on in that location. Failure to do so will result in your car returning to the track section immediately following the lap counter.
- All sit out cars must be returned to impound.
- After you have finished your eight lanes you must have your track section recorded by the race director before removing your car from the track.

General Technical Rules Nascar / LeMans Prototype (LMP)

The ShootOut reserves the right during technical inspection to disallow any car that does not meet the intent of the rules. All cars/racers are expected to comply with these guidelines. All drivers are responsible for the legality of their equipment. There is one car per driver, per class, and one driver per car, per class.

Width

- All cars may not be more than 3.25 inches wide at any point. Body mounting pins may extend beyond this width.

Clearance

- The minimum track clearance of chassis, gear, and motor is 0.062 inches.
- 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.

Chassis

- Must be a commercially-available approved chassis.
- May use lightweight replacement pans.
- May only use oilite or bronze axle bushings.
- May perform reasonable filing of rear oilite chassis holes to allow for axle alignment.
- May solder motor, axle bushings, and front wheel retainers.
- May solder front axle.
- May add a 1-inch long motor brace.
- May add rear up right brace (maximum length 1.25 inches).
- May add pin tubes but must be in stock locations.
- May add lead wire retainers.
- May solder on steel guide tongue reinforcement but the original tongue may not be removed, modified, or moved.
- Motor bracket may be enlarged to allow for better gear mesh.
- May use any guide, nut, spacers, leadwire, and clips.

Wheels, Tires, and Axles

- Rear tires black rubber only, no minimum diameter.
- Minimum front tire diameter is 1/2 inch. No sticker front wheels.
- Steel axles only.
- Minimum rear axle diameter is 1/8 inch diameter and must measure minimum 1/8 inch diameter over entire width of axle.
- Lightened 1/8" axles are legal.
- Minimum front axle diameter is 0.039 inch and must pass through both front uprights.

Gears

- Any gear ratio allowed.
- Must be 48 pitch plastic spur gear.
- May solder pinion on motor.

Bodies

1. Must be commercially available and approved for use in the class.
2. Bodies must be fully painted, including sides of body.
3. May reinforce body with tape or 'Lexan'.
4. No air control devices allowed.
5. No alterations or additions to the manufacturer's dimensions are permitted.
6. Body must cover entire chassis when viewed from above.
7. All windows must be clear.
8. Front wheel wells may be cut out or left clear.
9. No cutting into the top of fenders is allowed.
10. Must have three numbers in appropriate positions (painted or stickers 3/8" tall or taller).

Drivers and Interiors

1. Both classes must use three-dimensional, vacuum-formed interiors. No paper or flat interiors allowed.
2. Drivers must include at least head/helmet, shoulders, torso, arms, and steering wheel.
3. Drivers/interiors must be detailed using at least three colors and must be opaque.
4. Chassis or track may not be visible through windows.

Nascar Technical Rules

All general technical rules also apply.

Chassis

Allowable chassis are;

- Parma 1 through 5
- Champion 'Turbo-Flex' or 'Astro-Flex'
- JK 'Scorpions' or 'Cheetahs' 1 through 7
- Mossetti 'Titan'

Motors

The motor to be used in this class is:

- Proslot PS-2002 Speed FX 16D Balanced Motor
- Double security sealed
- Can tabs must be folded over onto stock end bell position, and security seal must remain intact.
- Racers may change brushes and brush springs.

Body

- 4-inch Nascar style stock car bodies only.
- No 'Car of Tomorrow' bodies.
- Roof height from the tech block must be at least 1-9/16 inch to the top of both ribs.
- Front and rear bumpers are to be at least 1/8 inch.

LMP Technical Rules

All general technical rules also apply.

Chassis

Allowable chassis are;

- Parma 1 through 5
- Champion 'Turbo-Flex' or 'Astro-Flex'
- JK 'Scorpions' or 'Cheetahs' 1 through 11
- Proslot / Kelly 'Speed FX'
- Mossetti 'Titan'

Motors

- Any 16D setup made for Parma, Proslot, Kamen, or Kelly.
- 'D' cans only.
- Only tagged, balanced 16D arms from Parma, Viper, Mura, RJR, Proslot, or Bow are allowed.
- Minimum dimensions of a stack length of 0.600 inch and 0.513 inch minimum diameter and 70 turns of 30 gauge wire,
- Any horizontal end bell hardware may be used.
- Any motor brushes.
- Any motor springs may be used.
- Only 16D magnets may be used and can be glued into position, shimmed, or honed.
- Rear magnet may be ground too allow for axle clearance.
- Oilite may be soldered or glued to the can.
- New holes may be drilled in the can to attach the end bell, and screws holding the end bell on, may be added or replaced.

Body

- Approved bodies are;

Parma	<ul style="list-style-type: none">▪ Mercedes GT1 #1044▪ Zonda GTS-GT1 #1016▪ Porsche GT1 #1045
JK	<ul style="list-style-type: none">▪ Mercedes CLR #7183▪ Porsche GT1 #7178▪ Toyota GT1 #7176
Red Fox	<ul style="list-style-type: none">▪ Porsche 28C▪ Bentley 26C▪ Audi 34C
- Body must be cut at or below the cut line.
- Maximum rear height is 1-11/16 inches.
- Front splitter must remain on body.
- The front of the body must maintain some vertical surface. "Blade" bodies will not be allowed.