

Formula Chart - Compiled Summer Series 2006

Electric					
	27T	19T	Mod	Open Wheel	2WD
F1	57 - + 18 Laps +	67 - + 19 laps +	77 - + 20 Laps +	57 - + 18 Laps +	57 - + 18 Laps +
F2	47 - 56 17 Laps	57 - 66 18 Laps	67 - 76 19 Laps	47 - 56 17 Laps	36 - 56 16-17 Laps
F3	25 - 46 15-16 Laps	36 - 56 16-17 Laps	47 - 66 17-18 Laps	25 - 46 15-16 Laps	14 - 35 14-15 Laps
F4	00 - 24 0-14 Laps	00 - 35 0-15 Laps	00 - 46 0-16 Laps	00 - 24 0-14 Laps	00 - 13 0-13 Laps

Nitro					
	Sport	Rubber	Touring	Outlaw	
F1	57 - + 18 Laps +	77 - + 20 Laps +	86 - + 21 Laps +	86 - + 21 Laps +	
F2	36 - 56 16-17 Laps	67 - 76 19 Laps	77 - 85 20 Laps	77 - 85 20 Laps	
F3	14 - 35 14-15 Laps	47 - 66 17-18 Laps	57 - 76 18-19 Laps	57 - 76 18-19 Laps	
F4	00 - 13 0-13 Laps	00 - 46 0-16 Laps	00 - 56 0-17 Laps	00 - 56 0-17 Laps	

Formula's are based on PB times.

PB times used are those set up to the end of the last club championship. New drivers to a class will have a formula rating based on the fastest time they set at the first meeting in that class.

Race Director's Notes

June 2006

Welcome to the new Race Director's Notes, a leaflet designed to try and bring you up to date on things happening in race control and on the track.

There has been a number of changes over the last couple of years, and I will attempt to bring you up to speed on them, and maybe even a sneak at things we are looking in to for the future.

Class Formula's

Something we are putting in to action is a Formula system and points tables to hopefully give those who cannot afford to be on the front running pace something to aim for at the end of each championship year.

Now for the hard bit of explaining it to you in a language you understand, I have included a chart on the back page for you to keep :

F1: are the top level drivers in there class, they will only be going for the overall top 3 placing only.

F2: just off the top pace, your target is top 3 overall and winner of F2.

F3: up and coming racers, Your target is top 3 overall and winner of F3.

F4: new or budget racers, and maybe those that need expert help to get up to speed, your target is top 3 overall and winner of F4.

At present only 27T Stock and IC Touring have enough regular entries to make the formulas feasible but we are hoping the other classes will soon build up.

Your current Formula has been based on your personal best race times set before the start of the Summer Championship (April 1st), those who do not have a time posted will have you formula rating set from the time you set at the first meeting in the class you have entered.

These formula will be updated at the end of each championship, so even if you set a time that would move you up the formula table, your move will not happen until the end of the current running championship.

This Formula set up does not affect or change the way the meeting is run, the only difference you will notice is the F? by your name on the race heat list and Formula points charts on the points tables.

The Classes We Race

Electric Touring:

This is split in to three main classes, 27T Stock, 19T Super and Modified. The Maximum width of the chassis at its widest point is 190mm, although we will allow those in F3 and F4 run with the more basic built 200mm cars. The same car chassis is eligible for all three classes as the classes are split by the type of motor used.

The classes are:

27T Stock Touring:

These are fixed timing motor cans with an armature that has 27 turns of wire on it. The armature spins in the can on solid brass bushes.

F1 and F2 drivers can only use NiCd or NiMh cells with a maximum output of 7.2v (usually 6-cells), F3 and F4 can use an Orion LiPo pack (see below) if they wish.

19T Super Touring:

These are fixed timing motor cans with an armature that has 19 turns of wire on it. The armature spins in the can on bearings.

Drivers can use NiCd, NiMh or LiPo packs (see below) with a maximum output of 7.4v

Modified Touring:

The fastest Electric Touring class which can use a motor of any wind they wish, and that includes Brushless motors.

Drivers can use NiCd, NiMh or LiPo packs (see below) with a maximum output of 7.4v

LiPo Packs:

Only the Orion / Peak LiPo pack will be permitted, these are a similar size to a 6-cell pack and come supplied in a plastic brick shape safety cell.

No other make or style of LiPo pack will be permitted due to safety risks.

2WD Electric:

This is a re-launch of an old class with a few changes.

The maximum chassis width is 200mm at the widest point and the power is restricted with two options available:

Option 1 - 27T Stock motor with 6-cell / LiPo pack with a maximum power output of 7.4v

Option 2 - Amy motor (including brushless) but with a maximum power output of 4.8v (4-cells)

Direct Drive (solid rear axle) cars and converted Touring cars can be used.

Bodyshell to be of the same driven wheels as the chassis, so the Dodge, Mazda, Pontiac, Alfa shells can only be used on a Front wheel drive chassis, the Cadillac is however rear wheel drive.

The Classes We Race

Nitro Classes:

This is split in to three main classes, IC Sport, IC Scale Rubber and IC Scale Touring.

The Maximum width of the chassis at its widest point is 200mm.

The same car chassis is eligible for all three classes as the classes are split by the type of motor used.

The Bodyshells used must be based on an On-Road vehicle, so that excludes Can-Am and Le-Mans type shells.

The classes are:

IC Sport:

This is for cars with Pull-Start or Roto-Start motors, there is no maximum motor size but we will exclude cars that appear too fast for this class.

This class also allows for cars up to 250mm wide.

Recommended fuel Nitro content to be a maximum of 16% Nitro.

Tyres can be of either Foam or Rubber.

IC Scale Rubber:

Any Small-Block motor (see below) up to a maximum size of .18 (4-strokes up to .30).

Moulded Rubber Tyres only (no foams).

HGV Truck shells can be used will be raced in this class.

IC Scale Touring:

Maximum motor size of .12 (F3 and F4 can use the small block option).

Rubber or Foams tyres can be used, maximum widths front 26mm and rear 30mm.

The motor to remain within the contour lines of the shell when viewed from the side.

All classes must have a shell that covers the wheels when viewed from above.

Small-Block:

The motor must be able to fit properly in to a standard size .12 motor mount.

Track Records		(Latest Update : June 16th 2006)			
<i>IC Scale Touring</i>	Mark Green	Serpent	23: 305.63	DR 99	26.06.05
<i>Scale Modified</i>	Kevin Brunsden	Schumacher	22: 310.01	DR 94	17.04.05
<i>IC Scale Rubber</i>	Darren Johnson	Team Magic	21: 300.45	DR 92	25.07.04
<i>19T Touring</i>	Kevin Brunsden	HPI	20: 303.22	DR 84	02.05.04
<i>IC Sport</i>	Nigel Moss	Kyosho	19: 301.14	DR 76	01.05.05
<i>27T Stock</i>	Kevin Brunsden	Schumacher	19: 304.97	DR 74	02.10.05
<i>2wd Electric</i>	Neil Pilkington	Cross	15:318.06	DR 26	19.03.06