

FALCON PRO 2010

RACE DATES AND VENUES FOR 2010

17th January	-	North London
March 7th	-	Pinewood Raceway
May 16th	-	Oaklands Park
July 25th	-	Wellingborough
September 26th	-	Blackpool Slot Car Club
November 21st	-	Raceway 81



The Falcon Pro Race Series is open to drivers of all levels. The 1/32 Sports class will be split into 2 different sub classes - Falcon & Falcon Pro. Racers may enter either Sub Class, but only one sub class per race.

General:-

- 1) ALL CLASSES ARE FOR SEALED / UNOPENED JK Falcon Motors Only. No other manufacturer motor allowed.
- 2) All bodies should be painted in prototypical or scale colour schemes, with a minimum of 2 race numbers - NO TWO TONE FADES OR CARRIER BAGS!
- 3) In all classes, the body must cover the guide flag.

Classes:-

Falcon Pro Formula One:- Free Choice of chassis. Free choice of formula one bodies. Bodies must be commercially available, mass manufactured and cover the entire chassis with the exception of front wheel stub axles. Dimensional criteria as per BSCRA F1 class (except chassis dimensions in regard to the Devil and JK F1 chassis where the chassis dictates front axle detail.)

Falcon Sports 1/32

Any Le-Mans Car, open or closed cockpit raced from 1996 to the current day, manufactured by JK Products or Beta + MG Lola and Peugeot 908 HPI from C.A.T.. with the exception of the following bodies - JK American GTP, Beta Intrepid, Shadota & Silhouette Ferrari.

Chassis:- As per BSCRA 1/32 Novice Production rules (at November 22nd 2008) and also the JK Spring Steel Falcon chassis (1503/32 or 1503/42), built to BSL specifications (i.e. unmodified) and the JK Hypersport, 3 piece (unmodified).

Overall car width and body height to conform to BSCRA production rules.

Falcon Pro Sports 1/32

As above but free chassis choice.

Pro Falcon 1/24th Sports

Bodies - Any Le-Mans Car, open or closed cockpit raced from 1996 to the current day, manufactured by JK Products or Beta. No "Ultimate" bodies.

Maximum Wing height 38mm. Bodies should be cut to the cut line where available and have a minimum of 1mm vertical edge at the front of the body.

Chassis:- Any U.S.R.A. Approved, unmodified pressed steel production chassis (2 or 3 piece) from the following manufacturers - Parma, Champion, Slot Works, JK Products, Mossetti, Proslot.

Pin tubes must be in the original locations and may be floating or solid. Pin tubes must be Straight and be located at 90 degrees to the centerline of the chassis. They may not be located or bent to minimise or modify chassis movement in any way. . No pin tube or attachment is allowed to any other part of the chassis to either brace the pans or centre section or modify pan Movement

Front wheels:- Minimum 12.7mm diameter. 0.8mm wide. Wheels must be vertical, they may be entirely made of rubber or must have the outer portion of the tyre made from rubber.

Front Wheels / axle / stub axles must be located in the original axle holes. There is no requirement for the front wheels to be mounted on a one piece front axle, wheels may be mounted on pins if desired, but must locate through the original axle holes. Wheels must be located on the outer face of the front wheel pillar blocks/mountings within 6mm of outer edge of chassis.

A small amount of material may be removed from the inside of the motor bracket to correctly locate motor but the outer profile of the motor bracket (if intrinsic in the design) must remain unaltered.

Motor & or rear pillar block bracing is allowed. However all must be located BEHIND the centre line of the motor shaft and strictly within the confines of the chassis.

The Minimum rear axle height (when measured from the underside of the chassis to the top surface of the rear axle) is 8.5mm.

Soldering or gluing of additional fittings of any kind may not be attached in any way to the standard chassis to facilitate Lead wire attachment. However a piece of lexan or tape across the opening in the centre section to prevent lead wires dropping is acceptable providing it does not modify chassis movement.

Lead may be attached to the top of the chassis to adjust balance and weight distribution but in no way must this adjust or be seen to modify chassis movement.

The scrutineers decision on all above matters is final.