

**1975**

**MICHIGAN**



**H.O.P.R.A.**

**RULES**

# 1975 Michigan HO Professional Racing Association Rules

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## 1975 MICHIGAN HO PROFESSIONAL RACING ASSOCIATION RULES

### BODIES

1. The base body must be a replica of an actual car in that particular body class for that race. Any bodies questioned by the race director, will be settled by a 2/3 vote of the racers present at that race. All questionable bodies, once approved, will remain legal for the rest of the racing season.
2. Bodies may be trimmed in order to lower the body of the track providing that no major detail such as door lines, lower edge of grille, and windshields are removed.
3. Fender openings must be trimmed and flared neatly and must not extend above the top edge of the fender.
4. Any obviously shabbily trimmed and/or painted body will not be allowed to compete.
5. The use of visible tape or staples to directly connect the body to the chassis is prohibited. Neatly applied transparent external tape may be used to secure the mounting pins to the body.
6. All bodies must carry the individual car's number in at least three locations, all being at least 3/16 inch minimum height.
7. All open cockpit cars must have a realistically appearing driver head and arms. The driver must be situated in an appropriate position with a realistically appearing interior. Open cockpit cars must also carry a head high rollbar that is strong enough to support the weight of the car. The interior must cover all running gear exposed by the cockpit opening.
8. All coupes and sedans must have both front and rear windows in their entirety.
9. All cars must use the originally entered body throughout the race. After concours, the cars may be modified in any way so long as the cars remain HOPRA legal.
10. All transparent bodies must be painted.

### AIR CONTROL DEVICES

1. Air control devices must be positively attached to the body or chassis without the use of tape or staples.
2. Diaplanes must be attached to the front of the body in a prototype position and/or originate under the body. Diaplanes must not extend more than 3/8 inch from the point forwardmost of the body and may be no wider than the body.
3. Front fins must not be wider than 1/2 inch nor longer than 1/2 inch.
4. Spoilers may be no wider than the body nor extend more than 1/4 inch from any point on the edge of the body.

AIR CONTROL DEVICES (cont.)

5. Air dams must be attached within the body limits and extend no more than 1/4 inch from the edge of the body.
6. Wings must be attached to struts that are firmly attached to the body or chassis. Wings must be no higher than 1-1/4 inches as measured from the track surface.

CAR DIMENSIONS

1. Maximum width for any part of the car in the GT, Open Sports-Can/Am, NASCAR, or Trans-Am body classes is 1 5/16 inch. This width is to be strictly enforced.
2. For USAC-Formula One body class the maximum body width in front of the front axle is 1-5/16 inch. The maximum width of the body behind the rear axle is 1-1/8 inch. The maximum width of the body between the axles is 1-1/16 inch. The maximum width for any other parts of the car is 1-5/16 inch.
3. The maximum total length of any car is three inches.
4. NASCAR and Trans-Am bodies must have a minimum length of 2-1/2 inches measured bumper to bumper.

CLASSES FOR HOPRA SANCTIONED EVENTS

1. CAR CLASSES
  - a. Magnet Cars. No limit to the mounting of external magnets to the car chassis.
  - b. Non-Magnet Cars. Only two (2) armature magnets may be used with no restriction as to magnet size or location.
2. BODY STYLE CLASSES
  - a. Open Sports-Can/Am: Open Cockpit Sports Cars.
  - b. GT: Grand Touring Closed Coupe Sports Cars.
  - c. NASCAR: American Bodies Production Sedans.
  - d. Trans-Am: Production Compact and Sub-Compact.
  - e. USAC-Formula One: Single Seat, Open Cockpit, Open Wheeled Cars.
3. DRIVER CLASSES
  - a. Pro:
  - b. Amateur: Those drivers not having the experience or ability to compete with the pro class drivers.

CLASSES FOR HOPRA SANCTIONED EVENTS (cont.)

- c. Novice: All first year HOPRA racers. Their cars will remain basically stock with the following allowable modifications.
1. Tires
  2. Gears
  3. Axles
  4. Bodies
  5. Armatures
  6. Weight may be added

RUNNING GEAR

1. Minimum tire diameter front and rear is 1/4 inch.
2. Maximum tire diameter front and rear is 1/2 inch.
3. All tires on USAC-Formula One cars must be black.
4. Axles, if containing lateral movement, must not exceed 1/32 inch movement.
5. Only one guide or flag may be used per car and may not extend more than 1/8 inch below the track surface with all four (4) wheels touching.
6. The chassis must be completely covered by the body when viewed from above except through a legal opening. These legal openings include: openable windows, air scoops, vents, grills, and intakes.
7. All cars entered and raced must have four (4) tires at all times, all of which must touch the track and roll.
8. Tire dressings must be approved by the track owner prior to their use. Dressings may not be applied to the track. Application of dressings in such a manner resulting in the damaging of the track or the deterring of another car's movement is grounds for disqualification.
9. Any individual part that is excessively worn or damaged may be replaced, however, assemblies such as chassis and bodies are not considered to be individual parts. After repairs, the car must be reinspected by either the Race Director or a Technical Inspector during the lane change right after repairs. Further repairs needed for legalization must be done during the next segment.
10. Chassis clearance shall be sufficient enough that no parts of the car drag on the track surface. If dragging, scraping, and/or sparking occurs and may bring about a hazardous situation, the race director may have the car removed from competition, repaired by the driver, and reinspected before returning to competition.
11. The car must be in operating condition when entered.
12. The maximum wheelbase allowed is 1-9/16 inch and the minimum allowed is 1 inch.

#### TRACKS AND EQUIPMENT

1. Tracks used for HOPRA competition must have four or more lanes in operating, raceable condition.
2. Routed tracks should have at least 1-1/2 inch surface between the slots. The slot should be 1/16 inch wide by 1/8 inch deep, and have no restrictions on the turns, however, cars must be able to negotiate the turn.
3. All forms of trick tracks are illegal. All commercial tracks used in competition must be constructed of standard track sections.
4. All tracks must have each piece of track in each lane color coded to aid in marshalling.
5. Tracks must be located so as to provide complete marshalling positions. These positions cannot interfere with the drivers' view of the track.
6. Driving positions must provide a clear, unobstructed view of the track.
7. Voltage at the track surface must have a minimum 16 volts and maximum 22 volts while drawing a minimum 2 amperes per lane.
8. Only the track's power may be used to power the cars.
9. All tracks used for HOPRA competition must be equipped for alligator clips and/or phone plugs. Sponsoring groups must supply adaptors for special wiring connections.
10. All tracks used for HOPRA competition must be equipped with reliable lap counters. In all situations the lap counter is considered correct. If a lap is missed the Race Director must be notified.
11. All tracks used in HOPRA competition must be wired for dynamic braking. External braking devices are prohibited.
12. Tracks must have retaining walls of at least 1 inch in front of drivers and 2-1/2 inches everywhere else.

#### DRIVERS

1. The use of abusive language and/or profanity by drivers toward marshalls and/or other drivers will not be tolerated. A verbal warning will be given by the Race Director to the violator on his first offense followed by disqualification on his second. Any act of violence is grounds for immediate disqualification. The above section will be strictly enforced.
2. All drivers shall serve as turn marshalls during qualifications and races. Failure to marshall during the time predetermined during the driver's meeting or as instructed by the Race Director will result in lap penalties as follows: 5 laps per segment per occurrence to be assessed in his next race that day.
3. There will be a closing time for technical inspection. Drivers must use the car they submit to technical inspection. There will be no driver changes.

#### RACE OFFICIALS

1. HOPRA Directors:
  - a. All matters of conflict, rule interpretation, etc., will be determined by the highest ranking HOPRA director present at the race.
  - b. Appoint all technical inspectors and concours judges.
2. Race Director:
  - a. Conduct the days racing unless he himself is racing in which case he shall designate a temporary race director for that one racing event.
  - b. He shall see that all HOPRA rules are enforced with a sense of fair play toward all competitors.
3. Technical Inspector:
  - a. His duty will be to inspect all entrants' cars insuring that all applicable HOPRA rules and regulations are adhered to.
4. Concours Judges:
  - a. Concours judges will be appointed by the highest ranking HOPRA director present and will judge all cars entered for concours.
5. Turn Marshalls: It is the duty of the marshalls to replace deslotted cars. They must not repair damaged cars, but must return the car to the driver along with damaged parts if available.

#### CONCOURS d'ELEGANCE

1. There will be four (4) concours judges who will assign points as in part 3. The high and low scores will be dropped. No judge will assign points to his own car and will consider his as the low score.
2. In case of a tie, the total score will be used. If the tie still exists then the qualifying times will be used. If the tie still exists then the order of entry will be used to determine the placings.
3. All cars entered in Concours will be judged by all four judges using the following system:
  - a. 0 to 10 pts. CHASSIS: General appearance of the visible chassis.
  - b. 0 to 10 pts. EXTERIOR DETAIL: Neatness of exterior detail excluding paint, finish and interior; including mirrors, numbers, lettering, etc.
  - c. 0 to 10 pts. INTERIOR: General appearance, neatness, completeness, and realism of driver figure, roll cage, roll bar, etc., in relation to class of car.

- d. 0 to 10 pts. PAINT & FINISH: Quality and neatness of application of paint to the body excluding numbers and lettering.
- e. 0 to 10 pts. GENERAL APPEARANCE OF CAR: Overall impression of the car.

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Total points possible: 50 per judge, 100 per concours.

#### RACING PROCEDURE

1. Practice: 8:00 a.m. - 11:00 a.m.

Practice time must be allotted prior to all HOPRA sanctioned events.

Practice time will be allotted at the discretion of the Race Director, with a maximum of 5 minutes per lane.

2. Registration: 8:00 a.m. - Noon

Entrants should fill out an entry form stating their name, address, team or club, and car color, type and number. This form should be numbered by the presiding official in order of entry. The earliest entry is to be used to settle qualification ties.

3. Technical Inspection: 8:00 a.m. - Noon

All cars entered in HOPRA events will be inspected by the appointed Technical Inspectors. Any with an infraction will be returned to its owner for correction. If an infraction is still present after three attempts to re-enter, the car will not be accepted for competition and entry fee will be refunded.

4. Concours Entries: 8:00 a.m. - 11:30 a.m.

5. Entry Fee:

The entry fee of \$1.00 for novice, \$2.50 for amateur, and \$3.50 for pro will be paid upon an entrants registration. The entire fee will be used by HOPRA for the purpose of providing series awards and meeting HOPRA expenses.

6. Qualifications:

Two minutes practice will be allowed for preparation before qualifying, beginning when the car is set on the track with the power on and the driver at his station. The qualifying procedure will be: Two, one minute runs with a short preparation or practice time between each run. This method requires that the track be marked in numbered sections such that the number of laps and sections can be recorded for each attempted run.



7. In the event of a break down in a competitor's car during the two minute preparation period prior to the qualifying attempt, the competitor shall be given a reasonable amount of time, determined by the Race Director, to repair his car and qualify. No passes will be given in the event of lengthy repairs. The competitor will have to start as the slowest qualifier.
8. A driver's best time or run will be used to determine his starting position. Back-up times or runs will settle ties.
9. Lane Choices:  

Starting lanes will be determined by qualifying times with the fastest having first choice, second fastest second choice, etc. Drivers moving up will select lanes after the drivers winning sit-out positions. Order of finish in the previous race will determine lane choice.
10. Lane Change:  

In all HOPRA events, each driver will drive on all lanes during the race. This is achieved by drivers moving to the adjacent lane in a systematic manner. The race will consist of as many predescribed length segments as lanes used. Each driver will change his lane tape and replace his car to the spot where it stopped at the end of the previous segment. Power to the track will be off during lane changes. The lane change period will last for two minutes.
11. Track Calls:  

Power and time will be stopped when a "dangerous and unfair" situation occurs. This will be determined by the Race Director. No car repairs will be allowed during this period.
12. Race Times:  

All consi races will have three minutes practice, three minutes per segment and two minutes maximum between segments. All Semi's will have four minutes practice, four minutes per segment and two minutes maximum between segments. All mains will have five minutes practice, five minutes per segment and two minutes maximum between segments.
13. All HOPRA sanctioned events will use the "split bracket" type of driver elimination with races alternating between amateur and pro brackets.
14. Protests must be made to the highest ranking HOPRA director at the race immediately after the occurance or be forgotten forever. In all cases, his decision will be final.

#### AWARDS

The acquisition and awarding of merchandise prizes will be left up to the discretion of the Executive Director

POINTS

Points will be tabulated the following way:

Race Points

First	20
Second	18
Third	16
Fourth	14
Fifth	12
Sixth	10
Seventh	9
Eighth	8
Ninth	7
Tenth	6
Eleventh	5
Twelfth	4
Thirteenth	3
Fourteenth	2
Fifteenth	1

Concours Points

First	10
Second	9
Third	8
Fourth	7
Fifth	6
Sixth	5
Seventh	4
Eighth	3
Ninth	2
Tenth	1

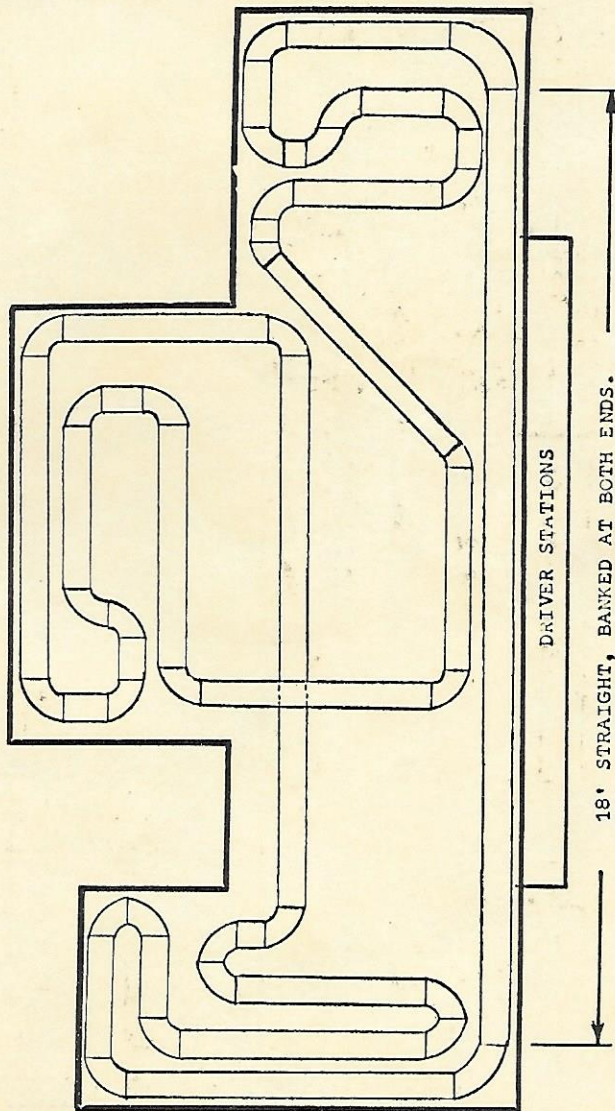
Drawing and past records of the track to be used for  
The First "NATIONAL" H.O. Scale Slot Car Race

TRACK INFORMATION:-

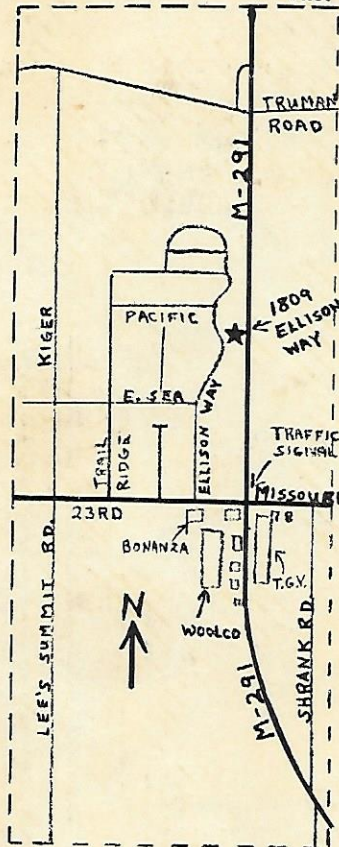
1. SIZE:- 2 - 4' X 8'  
2 - 5' X 9'

(SEE DRAWING)

2. 3" WALL AROUND ENTIRE TABLE.
3. WIRED FOR BRAKES.
4. BATTERY POWER (6 VOLT + 12 VOLT)
5. RAILROAD CORKBED ON BOTH SIDES OF ENTIRE LAYOUT.
6. FOUR LANES (COLOR CODED).
7. FIVE JUMPER TERMINALS FOR EVEN POWER.
8. TRACK CONSTRUCTED OF 'OLD' STYLE AURORA TRACK.
9. TWO SCALE MILES IN LENGTH.
10. LAP RECORD:- 13.50 SEC.
11. 18' MAIN STRAIGHT WITH BANKED CURVES AT BOTH ENDS.
12. DIGITAL READ-OUT LAP COUNTERS AND TIMER.
13. DIRECTION OF TRAVEL - LEFT TO RIGHT WHEN POSITIONED AT DRIVER STATION.



Map and directions for finding the site of the  
First "NATIONAL" H.O. Scale Slot Car Race



DIRECTIONS: TAKE I-70 TO THE M-291 NORTH  
EXIT ---- GO NORTH TO 23RD  
STREET - MISSOURI 78 - THE  
FIRST STOP AND GO TRAFFIC  
SIGNAL NORTH OF I-70 ----  
TURN LEFT - WEST - ON 23RD  
STREET - MISSOURI 78 - AND  
GO 1 BLOCK TO ELLISON WAY  
---- TURN RIGHT - NORTH -  
ON ELLISON WAY AND GO APPROX.  
2 BLOCKS TO 1809 ELLISON WAY  
WHICH IS ON THE RIGHT - EAST  
SIDE OF THE STREET.

LOST? CALL  
254-9278

