



FCR National Championship Series Rules & Regulations

The FCR National Championship Series presented by Parma sets forth rules, regulations and championship format structure to ensure a fair opportunity for FCR racers to compete for regional and national championships. Any series official, track owner, or racer found to be on violation of these rules, can be penalized or have membership revoked. The National Series director has final say on all decisions regarding this matter. All series officials or members should report violations to regional directors or national director in a timely manner. All bodies should be mounted in conventional manner, with all fender wells cut open.

Note: NO "major" rules changes will take place from the listing below. There will only be clarifications. Obviously, as we begin this series, there will be small details that someone will think of, that we need to clarify. Please contact the series if you have ANY

questions about rules, or if you aren't sure about a rule. We have tried to be as thorough as possible, but you may think of something we haven't. Thank you for your assistance.

1-A: General:

All racers, track owners and series officials are to adhere to all rules set forth by the series, and are agreeing to do so by joining the series.

Fighting will not be tolerated, and can result in a member being banned from series.

Blatant cheating (such as switching chassis or motors during race) or interfering with other competitors to prevent them from achieving their best result, will not be tolerated, and will result in penalties, suspension, or banning.

1-B: Tracks:

Tracks must have adequate facilities to host events.

Track owners are responsible for enforcing series rules at their track or appointing a tech official to do so.

Tracks must submit their results weekly along with \$1 per entry that is directed to point fund for that region.

1-C: Racers:

Racers must attempt to present a car to tech that is legal. If a car fails inspection and has to be sent back for correction and then has the same violation on the second attempt, the racer will be penalized 1 lap and start at rear of field losing lane choice. If a car fails again with the same violation, there will be a 5 lap penalty each time it fails.

Racers are NOT allowed to change chassis, motors or bodies during a race. A racer may change tires, but they must be teched by a track official before the car re-enters the track. If a racer changes tires and does not have them teched, there will be a 20 lap penalty. You must finish a race with the same chassis, body and motor you qualified with.

If a racer is found to have changed chassis, motor, or body during a race, they will be disqualified from the race, receiving no points, and they will receive a 25 point penalty from their regional point total.

2-A: Divisional rules:

AS YOU WILL SEE EACH DIVISION HAS VERY SIMILAR RULES WITH ONLY MINOR CHANGES. THIS IS DONE IN AN ATTEMPT TO HELP A RACER KEEP COST DOWN BY UTILIZING A CHASSIS IN MORE THAN ONE DIVISION WHEN POSSIBLE IF SO DESIRED.

2-B: CUP DIVISION PRESENTED BY TEAM HRE:



Example of Cup Car. This car has the OS-072SS body, Pro Track #219 fronts, Pro Track #394 Rears, Team HRE #18FWA front axles.

1. MUST USE PARMA FCR 4.5 IN WB CHASSIS. MAY NOT BE ALTERED IN ANY WAY OTHER THAN WHAT IS SPECIFIED IN RULES.

MUST HAVE .062" CLEARANCE IN REAR TO GEAR.

MUST HAVE .032" CLEARANCE IN FRONT OF CHASSIS, MEASURED WHERE CHASSIS WIDENS BEHIND FRONT AXLE, SITTING ON TIRES ON TECH BLOCK. (GUIDE NOT TOUCHING) GAUGE MUST SLIDE UNDER WITHOUT LIFTING TIRES FROM TECH BLOCK.

BRACING MAY BE ADDED, HOWEVER, NO BRACING CAN PROTRUDE OUTSIDE THE FACTORY DIMENSIONS OF CHASSIS

ANY GUIDE FLAG MAY BE USED.

2. MOTOR:
"BUILT" 16D

16D SETUP WITH STOCK 16D MAGNETS STOCK LENGTH AND HEIGHT

ANY LEAD WIRE MAY BE USED. CLIPS MAY BE USED

NO "CUT" TIP MAGNETS

MUST USE PARMA FCR SERIES PRO SLOT SPEC TAGGED "FCR" ARMATURE

ANY SPRING MAY BE USED.

ANY BRUSH MAY BE USED. NO SHUNTED.

BALL BEARINGS OR OILITES PERMITTED IN MOTOR CAN.

3. AXLE:
MUST USE 1/8 AXLE. STOCK OILITES , NO BEARINGS

3 1/4 INCH MAX WIDTH FRONT & REAR. EQUALLY SPACED ON BOTH SIDES.

FREEWHEELING FRONT AXLE PERMITTED.

CAR MUST FALL FROM TECH GAUGE WITH IT'S OWN WEIGHT.

4. GEARS:
ANY GEAR RATIO PERMITTED. 48 PITCH ONLY.

ANGLED PINION MAY BE USED.

5. TIRES:
ANY BLACK RUBBER TIRE. (NO SPEED RUBBER)

MIN DIAM: REAR: .840 FRONT: .810

MIN WIDTH: FRONT: .400

MAX WIDTH: REAR: .810

6. BODY:
APPROVED BODY LIST FOR CUP SERIES PRESENTED BY TEAM HRE:
ALL BODY PART NUMBERS BELOW ARE TO BE "B" OR "C" THICKNESS ONLY.

P - 976 P - 1008 P - 1013 P - 1047 P - 1055 P - 1082 P - 1087

JK - 7317 JK - 73171 JK - 73172 JK - 73178 JK - 73179

OS - 072SS OS - 250 OS - 251

CH - 255X

RFSC39C

MIN ROOF HEIGHT: 1 7/8 . MAY NOT BE "BUBBLED" TO PASS TECH.

1/4" MIN FRONT BUMPER HEIGHT. 1/8" MIN REAR BUMPER HEIGHT.
*COT BODIES FRONT BUMPERS TO BE CUT ON CUT LINE.

BODIES THAT DON'T HAVE A REAR BUMPER SUCH AS THE OS-072SS
THE BOTTOM OF BUMPER AREA MUST BE CUT NO HIGHER THAN .625 OFF
TECH BLOCK

REAR SPOILER MAY NOT BE HIGHER THAN 1 3/4

NO ADDED SPOILERS

MUST HAVE VISIBLE NUMBERS ON BOTH DOORS

MUST HAVE FULL 3-D INTERIOR SUCH AS CHAMPION #361-C.

NO DROOPING OF INTERIOR.

IF IT DOESN'T SAY YOU CAN DO IT, YOU CAN'T!

2-C: PARMA SPEC STOCK CAR DIVISION

1. MUST USE PARMA FCR 4.5 IN WB CHASSIS. MAY NOT BE ALTERED IN ANY WAY OTHER THAN WHAT IS SPECIFIED IN RULES.

MUST HAVE .062" CLEARANCE IN REAR TO GEAR.

MUST HAVE .032" CLEARANCE IN FRONT OF CHASSIS, MEASURED WHERE CHASSIS WIDENS BEHIND FRONT AXLE, SITTING ON TIRES ON TECH BLOCK. (GUIDE NOT TOUCHING) GAUGE MUST SLIDE UNDER WITHOUT LIFTING TIRES FROM TECH BLOCK.

ANY GUIDE FLAG MAY BE USED.

NO BRACING MAY BE ADDED

2. MOTOR:

MUST USE SEALED PARMA #501 DEATHSTAR

ANY BRUSH MAY BE USED. NO SHUNTED

MUST USE STOCK PARMA 16D SPRINGS

ANY LEAD WIRE MAY BE USED. CLIPS PERMITTED

3. AXLE:

MUST USE 1/8 AXLE. STOCK OILITES ONLY , NO BEARINGS

3 1/4 INCH MAX WIDTH FRONT & REAR. EQUALLY SPACED ON BOTH SIDES.

FRONT TIRES MUST BE LOCKED TO AXLE, AXLE MUST ROTATE. NO

FREEWHEELING

CAR MUST FALL FROM TECH GAUGE WITH IT'S OWN WEIGHT.

4. GEARS:

MUST USE 9:30 GEAR RATIO

STOCK PARMA 9T PRESS ON PINION MUST BE USED

5. TIRES:

*MUST USE SPEC FCR SERIES PARMA TIRE PART # 699T
THIS IS NOT THE TIRE THAT COMES IN THE RTR KITS*

MUST USE PARMA #699K FRONT TIRES

MIN DIAM: REAR: .840 FRONT: .810

MIN WIDTH: FRONT: .400

MAX WIDTH: REAR: .810

6. BODY:

*APPROVED BODY LIST FOR PARMA SPEC STOCK CAR:
ALL BODY PART NUMBERS MUST BE "B" OR "C" THICKNESS ONLY:*

P - 1055

MIN ROOF HEIGHT: 1 7/8 . MAY NOT BE "BUBBLED" TO PASS TECH.

*FRONT BUMPER TO BE CUT ON THE CUT LINE. 1/8" MIN REAR BUMPER
HEIGHT.*

REAR SPOILER MAY NOT BE HIGHER THAN 1 3/4

NO ADDED SPOILERS

MUST HAVE VISIBLE NUMBERS ON BOTH DOORS

MUST HAVE FULL 3-D INTERIOR SUCH AS PARMA #807 OR CHAMPION #361-C

NO DROOPING OF INTERIOR.

IF IT DOESN'T SAY YOU CAN DO IT, YOU CAN'T!

2-D: SUPERTRUCK DIVISION



EXAMPLE OF A LEGAL SUPERTRUCK. THIS TRUCK HAS THE JK FORD BODY, PROTRACK #219 FRONTS, PROTRACK #394 REARS, AND TEAM HRE FREEWHEELING FRONT AXLE.

1. MUST USE PARMA FCR 4.5 IN WB CHASSIS. MAY NOT BE ALTERED IN ANY WAY OTHER THAN WHAT IS SPECIFIED IN RULES.

MUST HAVE .062" CLEARANCE IN REAR TO GEAR.

MUST HAVE .032" CLEARANCE IN FRONT OF CHASSIS, MEASURED WHERE CHASSIS WIDENS BEHIND FRONT AXLE, SITTING ON TIRES ON TECH BLOCK.

(GUIDE NOT TOUCHING) GAUGE MUST SLIDE UNDER WITHOUT LIFTING TIRES FROM TECH BLOCK.

ANY GUIDE FLAG MAY BE USED.

BRACING MAY BE ADDED, HOWEVER, NO BRACING CAN PROTRUDE OUTSIDE THE FACTORY DIMENSIONS OF CHASSIS

2. MOTOR:

MUST USE SEALED PARMA #501 DEATHSTAR MOTOR

ANY LEAD WIRE MAY BE USED. CLIPS PERMITTED

ANY SPRING MAY BE USED.

ANY BRUSH MAY BE USED. NO SHUNTED.

3. AXLE:

MUST USE 1/8 AXLE. STOCK OILITES ONLY, NO BEARINGS

3 1/4 INCH MAX WIDTH FRONT & REAR. EQUALLY SPACED ON BOTH SIDES.

FREEWHEELING FRONT AXLE PERMITTED.

CAR MUST FALL FROM TECH GAUGE WITH IT'S OWN WEIGHT.

4. GEARS:

ANY GEAR RATIO PERMITTED. 48 PITCH ONLY.

ANGLED PINION MAY BE USED.

5. TIRES:

ANY BLACK RUBBER TIRE. (NO SPEED RUBBER)

MIN DIAM: REAR: .840 FRONT: .810

MIN WIDTH: FRONT: .400

MAX WIDTH: REAR: .810

6. BODY:

NASCAR STYLE TRUCK BODIES

APPROVED BODY LIST FOR SUPERTRUCK:

ALL BODY PART NUMBERS BELOW ARE TO BE "B" OR "C" THICKNESS ONLY

JK - 71149 JK - 71171 JK - 71181 JK - 71191 JK - 71192

MIN ROOF HEIGHT: 1 7/8 . MAY NOT BE "BUBBLED" TO PASS TECH.

1/4" MIN FRONT BUMPER HEIGHT. 1/8" MIN REAR BUMPER HEIGHT.

FOR BODIES THAT DON'T HAVE A REAR BUMPER, BOTTOM OF BUMPER AREA MUST BE CUT NO HIGHER THAN .625 OFF TECH BLOCK

REAR SPOILER MAY NOT BE HIGHER THAN 1 3/4

NO ADDED SPOILERS

MUST HAVE VISIBLE NUMBERS ON BOTH DOORS

MUST HAVE FULL 3-D INTERIOR SUCH AS PARMA #807 OR CHAMPION #361-C.

NO DROOPING OF INTERIOR.

IF IT DOESN'T SAY YOU CAN DO IT, YOU CAN'T!

2-E: JERRY'S SPEED & CUSTOM PARTS GRAND NATIONAL DIVISION





EXAMPLES OF LEGAL 4" & 4.5" GRAND NATIONAL CARS. THE 4" IS THE JK FORD MUSTANG, THE 4.5" IS THE OS FORD FAIRLANE. BOTH CARS OF COURSE HAVE THE REQUIRED PROTRACK TIRES. BOTH CARS ALSO HAVE TEAM HRE FREEWHEELING FRONT AXLES.

1. MUST USE PARMA FCR 4" OR 4.5" CHASSIS.
MAY NOT BE ALTERED IN ANY WAY OTHER THAN WHAT IS SPECIFIED IN RULES.

MUST HAVE .062" CLEARANCE IN REAR TO GEAR.

MUST HAVE .032" CLEARANCE IN FRONT OF CHASSIS, MEASURED WHERE CHASSIS WIDENS BEHIND FRONT AXLE, SITTING ON TIRES ON TECH BLOCK. (GUIDE NOT TOUCHING) GAUGE MUST SLIDE UNDER WITHOUT LIFTING TIRES FROM TECH BLOCK.

ANY GUIDE FLAG MAY BE USED

BRACING MAY BE ADDED, HOWEVER, NO BRACING CAN PROTRUDE OUTSIDE THE FACTORY DIMENSIONS OF CHASSIS

2. MOTOR:

MUST USE SEALED PARMA #501 DEATHSTAR MOTOR

ANY LEAD WIRE MAY BE USED. CLIPS PERMITTED

ANY SPRING MAY BE USED.

ANY BRUSH MAY BE USED. NO SHUNTED.

3. AXLE:

MUST USE 1/8 AXLE. STOCK OILITES ONLY, NO BEARINGS

3 1/4 INCH MAX WIDTH FRONT & REAR. EQUALLY SPACED ON BOTH SIDES.

FREEWHEELING FRONT AXLE PERMITTED.

CAR MUST FALL FROM TECH GAUGE WITH IT'S OWN WEIGHT.

4. GEARS:

ANY GEAR RATIO PERMITTED. 48 PITCH ONLY.

ANGLED PINION MAY BE USED.

5. TIRES:

MUST USE PRO TRACK #219 FRONT TIRES (ANY COLOR)

MUST USE PRO TRACK #250 OR #252 REAR TIRES. MAY USE #N250 OR #N252 IF NATURAL RUBBER IS DESIRED

MIN DIAM: REAR: .840 FRONT: .810

MIN WIDTH: FRONT: .400

MAX WIDTH: REAR: .810

6. BODY:

RETRO STYLE STOCK CAR BODIES

*APPROVED BODY LIST FOR GRAND NATIONAL
ALL BODY PART NUMBERS BELOW ARE TO BE "B" OR "C" THICKNESS ONLY*

4" APPROVED BODY LIST

JK - 7253 JK - 7254

4.5" APPROVED BODY LIST

OS - 600 OS - 601 OS - 602 OS - 603 OS - 604 OS - 605

OS - 650 OS - 652 VFC - D33 VFC - N04 VFC - X01 VFC - F05

MIN ROOF HEIGHT: 4.5" BODIES - 1 7/8. 4" BODIES - 1 5/8 .

MAY NOT BE "BUBBLED" TO PASS TECH.

1/4" MIN FRONT BUMPER HEIGHT. 1/8" MIN REAR BUMPER HEIGHT.

REAR SPOILER MAY NOT BE HIGHER THAN 1 3/4

NO ADDED SPOILERS

MUST HAVE VISIBLE NUMBERS ON BOTH DOORS

MUST HAVE FULL 3-D INTERIOR SUCH AS PARMA #807 OR CHAMPION #361-C.

NO DROOPING OF INTERIOR.

IF IT DOESN'T SAY YOU CAN DO IT, YOU CAN'T!

2-F: PARMA DIRT LATE MODEL DIVISION



EXAMPLE OF A LEGAL PARMA DIRT LATE MODEL. THIS CAR HAS PARMA FRONTS, PROTRACK REARS, AND THE PARMA #1000B BODY.

1. MUST USE PARMA FCR 4.5 IN WB CHASSIS. MAY NOT BE ALTERED IN ANY WAY OTHER THAN WHAT IS SPECIFIED IN RULES.

MUST HAVE .062" CLEARANCE IN REAR TO GEAR.

MUST HAVE .032" CLEARANCE IN FRONT OF CHASSIS, MEASURED WHERE CHASSIS WIDENS BEHIND FRONT AXLE, SITTING ON TIRES ON TECH BLOCK. (GUIDE NOT TOUCHING) GAUGE MUST SLIDE UNDER WITHOUT LIFTING TIRES FROM TECH BLOCK.

ANY GUIDE FLAG MAY BE USED.

BRACING MAY BE ADDED, HOWEVER, NO BRACING CAN PROTRUDE OUTSIDE THE FACTORY DIMENSIONS OF CHASSIS

2. MOTOR:

MUST USE SEALED PARMA #502 SUPER 16D

ANY LEAD WIRE MAY BE USED. CLIPS PERMITTED

ANY SPRING MAY BE USED.

ANY BRUSH MAY BE USED. NO SHUNTED.

3. AXLE:

MUST USE 1/8 AXLE. STOCK OILITES ONLY, NO BEARINGS

3 1/4 INCH MAX WIDTH FRONT & REAR. EQUALLY SPACED ON BOTH SIDES.

FREEWHEELING FRONT AXLE PERMITTED.

CAR MUST FALL FROM TECH GAUGE WITH IT'S OWN WEIGHT.

4. GEARS:

ANY GEAR RATIO PERMITTED. 48 PITCH ONLY.

ANGLED PINION MAY BE USED.

5. TIRES:

ANY BLACK RUBBER TIRE. (NO SPEED RUBBER)

MIN DIAM: REAR: .840 FRONT: .810

MIN WIDTH: FRONT: .400

MAX WIDTH: REAR: .810

6. BODY:

APPROVED BODY LIST FOR PARMA DIRT LATE MODEL

ALL BODY PART NUMBERS BELOW ARE TO BE "B" OR "C" THICKNESS ONLY

P - 1000 P - 1017

1/4" MIN FRONT BUMPER HEIGHT. 1/8" MIN REAR BUMPER HEIGHT.

REAR OF BODY MAY BE OPENED, MUST HAVE 1/4 "BORDER" AROUND REAR OF CAR

REAR SPOILER MAY NOT BE HIGHER THAN 1 3/4

NO ADDED SPOILERS

MUST HAVE VISIBLE NUMBERS ON BOTH DOORS

MUST HAVE FULL 3-D INTERIOR SUCH AS PARMA #807 OR CHAMPION #361-C.

NO DROOPING OF INTERIOR.

IF IT DOESN'T SAY YOU CAN DO IT, YOU CAN'T!

2-G: PARMA CHALLENGE STOCK CAR DIVISION (NOVICE ONLY)

THIS DIVISION IS INTENDED FOR NOVICE RACERS ONLY, AND IS A STOCK FCR DIVISION. RACEWAY OWNERS SHOULD BE PRUDENT IN WHO THEY PERMIT TO COMPETE IN THIS SERIES. IF IT IS DETERMINED BY THE SERIES THAT A RACER IS NOT A NOVICE RACER, THAT RACER MAY BE REMOVED FROM THIS DIVISION.

1. MUST USE PARMA FCR 4.5 IN WB CHASSIS. MAY NOT BE ALTERED IN ANY WAY OTHER THAN WHAT IS SPECIFIED IN RULES.

MUST USE PARMA TURBO CONTROLLER

MUST HAVE .062" CLEARANCE IN REAR TO GEAR.

MUST HAVE .032" CLEARANCE IN FRONT OF CHASSIS, MEASURED WHERE CHASSIS WIDENS BEHIND FRONT AXLE, SITTING ON TIRES ON TECH BLOCK. (GUIDE NOT TOUCHING) GAUGE MUST SLIDE UNDER WITHOUT LIFTING TIRES FROM TECH BLOCK.

2. MOTOR:

MUST USE PARMA SEALED #501 DEATHSTAR

ANY LEAD WIRE MAY BE USED. CLIPS PERMITTED

STOCK PARMA 16D SPRINGS

ANY MOTOR BRUSH MAY BE USED. NO SHUNTED

3. AXLE:

MUST USE 1/8 AXLE. STOCK OILITES ONLY, NO BEARINGS

3 1/4 INCH MAX WIDTH FRONT & REAR. EQUALLY SPACED ON BOTH SIDES.

FRONT TIRES MUST BE LOCKED TO AXLE. NO FREEWHEELING.

CAR MUST FALL FROM TECH GAUGE WITH IT'S OWN WEIGHT.

4. GEARS:

MUST USE 9:30 GEAR RATIO.

MUST USE STOCK PARMA PRESS ON PINION

5. TIRES:

MUST USE PARMA #699L REAR TIRES

MUST USE PARMA #699K FRONT TIRES

FRONT TIRES MUST BE STOCK WIDTH

THESE TIRES COME STOCK ON THE PARMA FCR RTR CARS

MIN DIAM: REAR: .840 FRONT: .810

6. BODY:

PARMA STOCK CAR BODIES

APPROVED BODY LIST FOR PARMA CHALLENGE:

ALL BODY PART NUMBERS BELOW ARE TO BE "B" OR "C" THICKNESS ONLY

P - 976 P - 1008 P - 1013 P - 1047 P - 1055 P - 1125

MIN ROOF HEIGHT: 1 7/8 . MAY NOT BE "BUBBLED" TO PASS TECH.

1/4" MIN FRONT BUMPER HEIGHT. 1/8" MIN REAR BUMPER HEIGHT.

**COT BODIES FRONT BUMPER TO BE CUT ON CUT LINE*

REAR SPOILER MAY NOT BE HIGHER THAN 1 3/4

NO ADDED SPOILERS

MUST HAVE VISIBLE NUMBERS ON BOTH DOORS

MUST HAVE FULL 3-D INTERIOR SUCH AS PARMA #807 OR CHAMPION #361-C.

NO DROOPING OF INTERIOR.

IF IT DOESN'T SAY YOU CAN DO IT, YOU CAN'T!

3-A: RACE PROCEDURE:

ALL DIVISIONS MUST QUALIFY. RACERS ARE GIVEN LANE CHOICE, STARTING WITH POLE WINNER AND THEN PROCEEDING THROUGH STANDINGS.

IF THERE ARE 11 OR LESS ENTRIES IN A RACE, ROUND ROBIN FORMAT MAY BE USED. IF THERE ARE 12 OR MORE ENTRIES, TWO OR MORE HEATS SHOULD BE RAN, EVENLY SPLIT, WITH FASTER QUALIFIERS IN A MAIN. IF THERE IS AN ODD NUMBER OF ENTRIES, THE EXTRA ENTRY SHOULD BE IN THE A MAIN. EXAMPLE: 13 ENTRIES = 7 IN A MAIN, 6 IN B MAIN.

AFTER THE MAINS ARE COMPLETED, ALL RESULTS ARE MERGED TOGETHER TO ACHIEVE FINAL OVERALL RUNDOWN. THEREFORE, WINNER OF B MAIN COULD BE OVERALL WINNER IF HE/SHE COMPLETES MORE LAPS THAN WINNER OF A MAIN. MAINS ARE SPLIT ONLY TO PLACE CARS OF SIMILAR SPEED TOGETHER ON TRACK.

ALL CARS SHOULD TAKEN TO TECH TABLE AFTER EVENT FOR INSPECTION. TECH INSPECTORS SHOULD PRE-PLAN ITEMS TO CHECK EACH WEEK, AND KEEP THOSE ITEMS PLANNED IN CONFIDENCE.

IF A CAR IS FOUND TO BE ILLEGAL AFTER RACE, THAT CAR WILL BE RELEGATED TO LAST PLACE IN RUNDOWN.

IF CHASSIS, MOTOR, OR BODY HAS BEEN CHANGED, CAR WILL BE DISQUALIFIED AND RACERS WILL BE GIVEN 25 POINT PENALTY.