



## **Rules & Guidelines**

(R32 Rules & Guidelines – v4.0 – December, 2017)

### **Introduction**

In scale model car racing there exists a tension between realism and performance. Many clubs wrestle with rules that attempt to preserve model detail while permitting some level of tuning and modification that enhances the performance of their models. These rules are an attempt to balance and reward great racing, proper tuning, creativity in chassis construction and realistic scale model building.

In an effort to keep racing simple (and low in cost) many clubs run 'stock' or unmodified classes for readily available models. The level of finish and detail on some ready to run models is exceptional, but in many cases performance remains disappointing. With some basic tuning the performance of any plastic chassis can be improved. But what is permitted (or not) for every class? Good question. This has, on occasion, been a source of controversy. Right and wrong may forever be debated but what we've tried to do was include basic 'blueprinting' techniques and permitted improvements based on past tradition and interpretation of prior incarnations of various group rules which have run at one time or another at the Ring.

This version of the R32 rules is the most up to date version and should look very familiar to all R32 participants. Those of you who had blueprinted cars following those rules in prior years need not change anything just to participate. You will note that there is reference throughout to two genres of classes: 'Stock' and 'Open'. The general rules below apply to both genres. So far we have a total of 17 classes from both genres to choose from.

### **General Rules (Apply to All Classes: 'Stock' & 'Open')**

- G1. The most important rule: modifications not listed are not permitted. If you need a solution to an unexpected problem or have a clever idea please canvass your solution with others to find out if it meets these rules.
- G2. 'Stock' parts mean those parts that came directly from an eligible manufacturer (whether assembled as a ready to run model or sold individually AND which are identical in every way to parts previously released by that manufacturer in prior models. Non-identical parts shall not be considered as 'Stock' unless expressly permitted under these rules. But parts may break or get lost. Replacement parts for performance components (such as chassis, wheels, guides, gears, etc.) must be identical to original. Replacement parts for minor aesthetic components (such as driver's heads/helmets, exhausts, mirrors, wiper blades, etc.) need not be identical provided they too are made from the same general material. In 'Stock' classes major aesthetic parts may not be replaced, such as bodies, interior trays and window assemblies. In 'Open' classes any scale hard plastic body and any interior or interior components with suitable detail, including driver's head & torso, arms, steering wheel, dashboard (and seats and gear lever if a passenger seat is found in the model) may be used as well as custom window assemblies. Essentially in 'Stock' classes replacement parts must not provide any performance advantage or any alternative use advantage over original parts;
- G3. No lexan or other 'clear' bodies are permitted. In 'Open' classes lexan or other 'clear' interiors are permitted if they contain sufficient detail (as described in G2 above);
- G4. All cars must have racing numbers and decaling appropriate to their respective class and era and period appropriate fantasy liveries are permitted;
- G5. For all 'Stock' classes cars must have the 'stock' unaltered interior, unaltered plastic windows (or complete window assembly) and appropriately detailed driver figure and other original interior components. For all 'Open' classes interiors may be modified but must contain appropriate driver figure and other interior detail. Windows or windscreens for 'Open' classes may be modified but must remain hard clear plastic or in the case of open wheel Grand Prix cars clear lexan or other clear soft plastic or poly may be substituted for hard plastic original windscreens;

- G6. Bodies for F1, Trans Am, NASCAR, Group 'C' & 'IMSA', Group 5, Classic LeMans and Euro Trucks must remain 'Stock' and may not be lightened or lowered however body edges, mount/support posts and the bottom of interior trays and/or drivers may be sanded slightly to allow proper chassis fit and/or body float. Tabs to secure interior tray assemblies or other internal plastic pieces to bodies may be removed or cut to facilitate chassis fit and/or body float. Any Group 'C' / 'IMSA' body that rests closer to the track than the corresponding edge of the chassis is deemed to have been lowered and therefore not eligible;
- G7. Bodies and their components (windows, interior trays, etc.) may be re-assembled to correct poor fit and any adhesive may be used. For all 'Stock' classes this means that body pieces, parts or sections which came joined together from the manufacturer may be disassembled into separate pieces and reassembled and any excess melted plastic may be trimmed or sanded to facilitate reassembly. (ie. Trans Am bumpers, front grills, rear body pieces, tail lights, etc.). No body sections or areas or chassis sections or areas may be cut off into separate pieces whether such a cut be to facilitate body float or for any other purpose. In 'Open' classes bodies or chassis may be cut or altered in any fashion provided all other applicable general or class rules are satisfied (ie. clam shell body/chassis configurations may be cut);
- G8. Cars may compete with missing mirrors, tow hooks, wipers, etc. but must start any race with wings, nose cones, exhaust pieces, grills, bumpers, etc. attached. Prior to the next race all broken/missing pieces should be repaired/replaced;
- G9. Cars must start any race with appropriate inserts (scale size and appearance as on the actual car). Prior to the next race any missing inserts should be replaced;
- G10. Weight may be used anywhere inside a model but must be securely attached either to the topside of the chassis, motor pod, the top or sides of the motor, or the top or sides of any other part which is fixed to the chassis or underneath a body and be covered by the body or secured within a supplied weight/magnet bracket, frame or pocket fastened directly to the chassis as supplied by the manufacturer. With body attached weight must not be visible from the top or sides of a model. In 'Open' classes weight may also be fixed to the underside of the chassis provided it remains securely fixed in place. In any 'Stock' class magnets may be moved, removed or added to a chassis;
- G11. All rear tires must be DArt 'club' series replacements (marked or unmarked);
- G12. Front tires may be stock original tires as came with the car (if applicable), a rubber/urethane based suitable alternative from a ready to run ('RTR') model or a 'club' replacement (marked or unmarked) tire. No silicone, Zero Grips or any other compounds permitted. Tires must not be hard or cracked. Any tire that appears shiny is presumed to be coated and/or hard and is not permitted. If just a single tire is hard or contains any crack than both tires must be replaced;
- G13. Tires must not be coated or treated with any substance and may only be cleaned with water or saliva. Using tape to clean your tires is also not permitted;
- G14. Tires may be glued and trued and sidewalls may be sanded or profiled to achieve a period look;
- G15. Both front tires must touch the track and be seen to rotate as the car circulates the track;
- G16. For any class where stock front wheels may be replaced by aftermarket wheels those wheels may be 'free-spinning';
- G17. In all full bodied classes (with the exception of Hot Rods) tires must be covered by the body or fenders when viewed from above. Maximum permitted widths for rotating assemblies of open wheel cars are measured from the outside edges of the tire/sidewall/wheel (whichever extends furthest from the centre line of the chassis). For 50's GP - bodies (or their parts) may extend beyond the maximum permitted widths for rotating assemblies, within reason. Maximum dimensions apply to both front and rear rotating assemblies unless otherwise noted;
- G18. Unless otherwise specified for any class the dimensions for replacement 'club' tires represent maximums (both mounted diameter and width). Tires may be trued and profiled to smaller sizes provided they maintain a period look;
- G19. Unless otherwise specified for any class the dimensions for replacement wheels represent maximum widths. Narrower wheels may be used provided they maintain a period look;
- G20. In 'Stock' classes all stock bushings may be glued in place. Bronze, nylon or plastic bushings may be 'filled' with an adhesive to correct axle slop. No tubing of any kind may be used inside a bushing. In 'Open' classes any bushings or ball bearings may be used;
- G21. Unless otherwise permitted motors must be stock and unaltered, and, may be glued/taped in place. Where there is a limitation on motor (or if a 'stock' motor) then original motor wrappers or markings

must remain intact and the motor must never have been opened. Unlimited motor classes can have any motor, opened or not, custom or readily available, labeled or not – without restriction. Motor shafts for 'Stock' classes/motor classes may be cut or trimmed to any desired length on both drive and non-drive ends.

- G22. In any 'Stock' inline geared class rear axle assemblies may be centred using spacers or washers against original bushings and wheels and/or crown gear rather than using the motor shaft within the crown gear channel. Spacers or washers used for this purpose may not be glued in place;
- G23. Chassis sides, elevated body mounting points and screw holes may be slightly sanded/trimmed or enlarged for body clearance and float;
- G24. Cracked or broken chassis may be repaired using any adhesive but no additional bracing or materials of any kind may be used to brace or strengthen the repaired area in any 'Stock' class;
- G25. Any adhesive may be used to secure any chassis component in any manner regardless of whether the class is 'Stock' or 'Open' and may be applied to any portion of a chassis, pod or body subject to the restrictions herein. In 'Stock' classes it is important to keep in mind that components (such as motors) must be easily identifiable;
- G26. The chassis and motor pod in any plastic chassis class (whether stock or open) must remain unpainted and any additional parts fixed to the chassis including weight or bracing/strengthening must also remain unpainted. Only those portions of a plastic chassis (whether flat a 'tub' or 'clamshell' design) which are exposed from the front, back or the sides may be painted on the outside only and for the purpose of either matching or complimenting the body;
- G27. Motor pods may be glued or fixed in place. The use of urethane washers or other replacement 'suspension' parts or washers may not be used to secure motor pods or motor mounts or bodies/interiors in any 'Stock' class. Filament, duct or any other form of adhesive tape which dampens pod movement and thereby acts as suspension is also not permitted in any 'Stock' class;
- G28. Plastic motor adaptors are permitted when needed;
- G29. Original body mounting screws may be trimmed or have threads or heads ground down for body float. Screws used to hold interior trays, bodies, or bumpers, etc. may be removed. Body screws may be adjusted to allow body float. Securing the screws with scotch or masking tape, white glue, etc. is highly recommended;
- G30. In 'stock' classes axle spacers/washers may only be used outboard (between the wheel and upright/bushing) on front and rear axle assemblies subject to class specific restrictions and may be glued only to an upright/bushing if desired. In 'Open' classes axle spacers/washers may be used in any location (inboard/outboard) and may be glued to the upright/bushing and/or the base or sides of the chassis without restriction;
- G31. Only stock guides or suitable commercially available replacements made from plastic, nylon or resin are permitted. Guides may not be made from any other material and must not be painted, coated or treated with any substance;
- G32. Guide spacers may be used above or below guide post holders;
- G33. For all 'Stock' classes guide springs must be retained but they may be placed either above or below guide post holders unless the class allows replacing the guide – in which case the spring and any other guide supports/contacts may be removed or upgraded;
- G34. Only stock braid or suitable slot car replacement braid from a slot car manufacturer (such as Slot.It, NSR, SCX, etc.) or reputable slot car parts dealer (Slot Car Corner, Professor Motor, Mr. Slotcar, etc.) is permitted. Braid may be untreated copper or tinned copper. Any braid or wick not sold by a slot car manufacturer or parts dealer is not permitted. Any braid which is coated with or has within its strands any foreign substance whatsoever is not permitted;
- G35. Braid may only be cleaned/treated with Ronsonol lighter fluid and may only be dispensed from the original marked container. Any other substances, treatments, juices, oils, etc. (including Inox) are NOT permitted;
- G36. Any lead wire is permitted. Resistors, connection plugs, lights, etc. may be removed and any plastic case, holder or assembly may be removed provided the purpose of that assembly is to house any of the above components;
- G37. Working lights or light kits may be added to any class where lights/warning lights were used and minor modifications to the body/chassis are permitted to accommodate them;
- G38. Although there is no specific clearance rule, any car dragging gears or any other parts at any time (potentially damaging the track) must be removed from the track.

- G39. Excluding tire dust, under no circumstance shall a car drip, ooze, leak or otherwise leave on the track or tape surface or on the underside of its own chassis any substance whatsoever, including any substance permitted for use on tires or braid. All braid and tires must be 'dry' before being placed on the track. Cars caked with debris or tire dust or whose underside is covered in oil or any other substance are not be permitted on the track at any time; and
- G40. Should an issue arise that is not addressed adequately within these rules & guidelines then the host after seeking a general consensus will make appropriate additions or revisions within these rules & guidelines to resolve such.

## **Controllers**

- C1. Club members must use their own controllers; and
- C2. Controller choice is open, but, it may not have an external power source (battery) or internal circuitry for the purpose of adding additional voltage to the lane.

## **NC - NASCAR - 'Stock'**

- GCI1. Eligible Models: Scalextric Sidewinder NASCAR (Car of Yesterday or Car of Tomorrow);
- GCI2. Stock parts only subject to modifications permitted in the General Rules for a 'Stock' class;
- GCI3. Motor must be a stock Scalextric;
- GCI4. Rear Tires: DArt SC0701 or SC0705; and
- GCI5. Optional modifications: NONE but for those permitted in the General Rules for a 'Stock' class.

## **TA - Trans Am - 'Stock' with replacement Gears, Wheels & Guide**

- TA1. Eligible Models:
- a) Scalextric Sidewinder Trans Am (Mustangs, Camaros, Challengers & Cougars); and
  - b) Pioneer Trans Am (Mustangs & Camaros);
- TA2. 'Stock' parts only subject to modifications permitted in the General Rules for a 'Stock' class. Also, no 'Stock' BBS or modern wheel styles nor any 'Stock' plastic wheels exceeding 14mm in diameter are permitted (ie. the 'Big Red' Camaro with larger diameter BBS style wheels must use alternate plastic or aluminum scale 15" (14mm) replacement wheels);
- TA3. Motor must be a stock 18,000 RPM rated Pioneer or Scalextric;
- TA4. Rear Tires: Any Dart 'Club' series tire;
- TA5. Minimum overall weight of 85g;
- TA6. Optional modifications:
- a) Guide - may be replaced by any commercially available 1/32 guide together with any guide adapter (ie. BNova);
  - b) Wheels - front and back may be replaced by any scale 15" (14mm) aluminum wheel with a maximum width of 8mm. Inserts are to be period correct and resemble original car (no BBS or modern insert styles);
  - c) Axles - may be replaced with solid axles (front & rear) or hollow axle (front) to facilitate 'free spinning';
  - d) Bushings - rear nylon/plastic bushings may be replaced with bronze/oilite bushings;
  - e) Gearing - any 36t spur gear may be used together with any manufacturer 11t pinion.

## **ET - Euro Truck Class - 'Stock' with replacement Wheels & Gear**

- ET1. Eligible Models: Fly Mercedes or Sisu inline trucks;
- ET2. Stock parts only subject to modifications permitted in the General Rules for a 'Stock' class;
- ET3. Motor must be stock Fly motor with blue and white 'Fly' label;
- ET4. Rear Tires: Any Dart 'Club' series tire;
- ET5. Optional modifications:
- a) Guide - may be replaced by any commercially available 1/32 guide together with any guide adapter (ie. BNova);
  - b) Wheels - front and back may be replaced by a scale (15.8 - 16mm) aluminum wheel (dual or single rear wheels permitted, any width wheel permitted). Inserts are to be period correct and resemble original wheels;

- c) Axles - may be replaced with solid axles (front & rear) or hollow axle (front) to facilitate 'free spinning');
- d) Bushings - rear 'Stock' bronze bushings may be replaced with aftermarket bronze or oilite bushings;
- e) Gearing - any gear ratio with any manufacturer's pinion and any crown gear.

### **GCI - Group 'C' & IMSA - 'Stock'**

- GCI1. Eligible Models: Slot.It inline Porsche, Sauber, Lancia, Lancia LC2, Jaguar, Mazda, Toyota 88C, and Nissan R89C in Group 'C' & 'IMSA' liveries/body styles;
- GCI2. Stock parts only (ie. plastic front wheels, original rear wheels, press in guide, inline pod, 9 x 28 gearing ) subject to modifications permitted in the General Rules for a 'Stock' class;
- GCI3. Motor must be a stock white or orange endbell slot.it motor regardless of year of manufacture;
- GCI4. Rear Tires: Any Dart 'Club' series tire;
- GCI5. Minimum overall weight of 80g; and
- GCI6. Optional modifications:
  - a) Any Slot.It parts that come standard on any currently eligible model may be used or incorporated into older eligible models (ie. offset pods and offset crown gears, larger diameter wheels, screws with metal washers, set screws and spacers for aligning front axles, etc.).

### **G5 - Group 5 - 'Stock'**

- G51. Eligible Models: Sideways Anglewinder Capri, Porsche 935/78, 935/77, 935K2, Lancia, BMW & Ferrari 512BB Group 5 cars;
- G52. Stock parts only subject to modifications permitted in the General Rules for a 'Stock' class (offset and other kit adjustments/options included with models not permitted);
- G53. Motor must be a stock Sideways (Slot.It) plain yellow wrapper;
- G54. Minimum overall weight of 84g;
- G55. Rear Tires: Any Dart 'Club' series tire; and
- G56. Optional modifications: NONE but for those permitted in the General Rules for 'Stock' classes.

### **CLM - Classic Le Mans - 'Stock' with replacement Wheels & Gear**

- CLM1. Eligible Models: Scalextric, Fly and SRC sidewinder 'prototype' cars which competed at Le Mans between 1965 through 1970;
- CLM2. Stock parts only subject to modifications permitted in the General Rules for a 'Stock' class;
- CLM3. Motor - must be a 'stock' 18,000 rpm Scalextric, Fly, SRC or equivalent;
- CLM4. Rear Tires: Any Dart 'Club' series tire that is appropriately sized;
- CLM5. Minimum overall weight of 80g;
- CLM6. Optional modifications:
  - a) Wheels - front and back may be replaced with 14mm similar to stock width wheels from BWA, BRM or SCC. Inserts or wheel detail to match the original car;
  - b) Bushings - rear nylon/plastic bushings may be replaced with bronze/oilite bushings;
  - c) Axles & Front Pins - may be replaced with solid axles (front & rear) or hollow axle (front) or brass tubing (front) to facilitate 'free spinning');
  - d) Gearing - stock gears may be replaced with any 11T pinion and any 36T crown gear.

### **F1 - F1S or F1U - 'Stock' with replacement Wheels, Gears & Guide OR 'Open' (will race together in any F1 race but will be scored separately)**

- F11. F1S: Eligible Models: Any Scalextric modern (2000 and newer) F1 car. F1U: Any modern (2000 and newer) F1 body with any chassis (commercially available or scratch built from any material);
- F12. F1S: Stock parts only subject to modifications permitted in the General Rules for a 'Stock' class. F1U: Any manufacturer's hard plastic body complete with wings, winglets and cockpit/driver detail;
- F13. F1S: Motor - must be a 'stock' Scalextric S-can or FF050. F1U: Any motor;
- F14. F1S: Rear Tires: Any Dart 'Club' series tire;
- F15. F1S & F1U: Maximum overall width is 58mm (F1S: Front must remain within 'stock' width); and
- F16. F1S: Optional modifications:

- a) Guide - may be replaced by any commercially available 1/32 guide together with any guide adapter (ie. BNova);
- b) Rear Wheels - Slot.It, CB Design F1, and BWA scale 13" (10.5 - 12mm) aluminum wheels may be used. Wheel detail must be period correct and resemble original car. Original rear suspension detail may be modified to accommodate wheels;
- c) Rear Tires: Any Dart 'Club' series tire;
- d) Rear Axle - may be replaced by a solid axle;
- e) Bushings - rear nylon/plastic bushings may be replaced with bronze/oilite bushings;
- f) Spacers/Washers – may be used on the rear axle (inboard or outboard) and on the front axle (outboard only) between the outermost portion of the front suspension piece(s) and each front wheel;
- g) Gearing - stock gears may be replaced by any 27T crown gear together with a 9T pinion or any 24T crown gear together with an 8T pinion; and
- h) Chassis Bracing – The portion from the driver to the rear of the chassis may be braced or strengthened using any material but both chassis and any modification thereto must remain unpainted and not concealed by any substance so that any such modification is clearly visible if the body is removed. Bodies and chassis may not be cut or altered to accommodate bracing in any manner whatsoever;

F17. F1U: Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **LMP - Le Mans Prototypes & GT - 'Open'**

- LMP1. Eligible Models: Any manufacturer's modern (1995 or newer) era car that competed at Le Mans regardless of Prototype or Production based designation;
- LMP2. Any chassis with any motor configuration;
- LMP3. Body must have a complete interior with detailed driver;
- LMP4. Wheels - minimum scale 15" (14mm) diameter and must be representative of a race wheel (no Europa wheels);
- LMP5. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **SP (SP and SP+) Sportscars - 'Open' Inline Slow Motor OR 'Open' Unlimited (will race together in any SP race but will be scored separately)**

- SP1. Eligible Models: Any 50's or 60's era sportscar (production or prototype) that competed in past endurance races. NOTE: 'endurance' should be interpreted to mean 24hr, 12hr, 6hr, 1000k or Multiple Stage races...;
- SP2. **SP** - Any inline chassis;  
**SP+** - Any chassis;
- SP3. **SP** - BWA BWNC1 or Ninco NC1, Ninco NC8 or BWA BWMS050 or Vanski FF050 motor;  
**SP+** - Any motor;
- SP4. Chassis may be braced and strengthened using any material;
- SP5. Wheels - Scale 15" (14mm) diameter representative of a period race wheel with appropriate wheel/insert detail;
- SP6. Rear Tires: Any appropriately sized DArt club tire.
- SP7. Maximum width of body not to exceed 57mm (2.25");
- SP8. Minimum overall weight of 75g;
- SP9. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **CSC - Classic Stock Car Class - 'Open' but with BWNC1 motor**

- CSC1. Eligible Models: Any manufacturer provided the model represents a hard top stock car which competed in the 1960's (plus or minus 3 years). All bodies must contain a hard clear plastic front windshield, rear window and all quarter windows (driver and passenger door windows may be removed);
- CSC2. Motor - must be a BWNC1, in any configuration with any gearing;

- CSC3. Wheels - must be scale 15" (14mm) plastic or aluminum with a maximum width of 8mm. Inserts or wheel detail must be period correct and resemble original car;
- CSC4. The total weight of the model (body & chassis) must weigh no less than 100g;
- CSC5. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **50GP - 1950's Grand Prix (1950-1959) - 'Open' but with Slow Motor**

- 50GP1. Eligible Models: Any manufacturer provided the model represents a Grand Prix car which competed between 1950 and 1959, typically with engines in front of the driver. There are plenty of manufacturers for bodies and suitable plastic or brass ready made chassis;
- 50GP2. BWA BWNC1, BWMS050, Vanski FF050 or Ninco NC1;
- 50GP3. Wheels - must be scale 15" (14mm) plastic or aluminum 6mm wide wheels. Inserts or wheel detail must be period correct and resemble original car;
- 50GP4. Tires: DArt SC0120 or D7;
- 50GP5. Overall maximum width of 50.8mm (2 inches); and
- 50GP6. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **60GP - Early 1960's Grand Prix (1960-1966) - 'Open' but with Slow Motor**

- 60GP1. Eligible Models: Any manufacturer provided the model represents a Grand Prix car which competed between 1960 and 1966 (either 1.5 or 3.0 litre). There are plenty of manufacturers for bodies and suitable plastic or brass ready made chassis. Cars produced between 1960 and 1962 constitute Group 1 cars and cars produced thereafter constitute Group 2 cars;
- 60GP2. BWA BWNC1, BWMS050, Vanski FF050, Ninco NC1 or NC8;
- 60GP3. Wheels - must be scale 13" or 15" plastic or aluminum (maximum diameter not to exceed 14mm). Inserts or wheel detail must be period correct and resemble original car. Group 1 wheels must be no more than 6mm wide. Group 2 wheels must be no more than 7mm wide);
- 60GP4. Tires: Group 1: DArt SC0118 or SC0120; Group 2: DArt D7, D8, D9 or NC0202;
- 60GP5. Overall maximum width of 50.8mm (2 inches); and
- 60GP6. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **3LGP - 3.0L Grand Prix (1966-1969) - 'Open' but with Stock Motor & Gear Ratio**

- 3LGP1. Eligible Models: Any manufacturer provided the model represents a 3.0L Grand Prix car which competed from 1966 through 1969;
- 3LGP2. Motor - must be a 'stock' Scalextric FF050 motor with a stock gear ratio (either 8 x 24 or 9 x 27). Any manufacturer pinion and crown gear may be used;
- 3LGP3. Wheels - must be scale 13" or 15" plastic or aluminum (maximum diameter not to exceed 14mm). Inserts or wheel detail must be period correct and resemble original car;
- 3LGP4. Tires: Any Dart 'Club' series appropriately sized tire [*there is no longer a maximum overall diameter restriction since before this rule was broken more often than followed*];
- 3LGP5. Maximum overall width is 60mm; and
- 3LGP6. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **70GP - 70's Grand Prix - 'Open' but with Stock Motor & Gear Ratio**

- 70GP1. Eligible Models: Any manufacturer provided the model represents a Grand Prix car which competed from 1970 through 1980;
- 70GP2. Motor - must be a 'stock' Scalextric FF050 or Fly / Flyslot FF050 motor with stock gear ratio (either 8 x 24 or 9 x 27). Any manufacturer pinion and crown gear may be used;
- 70GP3. Wheels - must be scale or 13" (10.5 - 12mm) plastic or aluminum. Inserts or wheel detail must be period correct and resemble original car;
- 70GP4. Tires: Any Dart 'Club' series appropriately sized tire;
- 70GP5. Maximum overall width is 68.5mm; and

70GP6. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **CA - CAN AM Class - 'Open'**

- CA1. Eligible Models: Any manufacturer provided the model represents a Can Am car which ran at two sanctioned CAN AM races at different tracks in any year between 1966 through 1974. Coupes are excluded;
- CA2. Wheels – rear wheels must be no smaller than scale 15" 14mm plastic or aluminum. Inserts or wheel detail must be period correct and resemble original car;
- CA3. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **HR - Hot Rod Class - 'Open' but with Inline BWMS050 & SC0120 Tires**

- HR1. Eligible Models: Any manufacturer with or without fenders;
- HR2. Motor - must be a BWMS050 in an inline configuration with any gearing;
- HR3. Wheels - must be scale 15" 14mm plastic or aluminum with a maximum width of 6mm. Inserts or wheel detail must be period correct;
- HR4. Tires - DArt SC0120;
- HR5. Maximum overall width of front and rear rolling assemblies is 50.8mm (2 inches). Bodies/fenders may be wider;
- HR6. Every car requires at least one racing number which may be painted or otherwise fixed on the windshield; and
- HR7. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

### **3LM – Sport 3.0L (or less) '72 through '77 LeMans Prototypes - 'Open'**

- 3LM1. Eligible Models: Any manufacturer's open cockpit '72 - '77 'Sport' 3.0L (or less) LeMans prototypes (as raced with headlights);
- 3LM2. Any chassis with any motor configuration;
- 3LM3. Chassis may be braced and strengthened using any material;
- 3LM4. Body must have a complete interior with detailed driver;
- 3LM5. Rear Wheels - minimum scale 15" 14mm diameter and must be representative of a period race wheel (no Europa wheels);
- 3LM6. Tires - Any club tire;
- 3LM7. Optional modifications: ANY provided these class rules and General Rules for an 'Open' class are met.

**Thank You!**

*(End R32 Rules & Regulations – v4 – December, 2017)*