

V32 2011 Slot car Rules

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Introduction

Please note the regulations are divided into sections,

- Recommended car preparation allowed,
- Generic regulations which apply to all classes
- Specific regulations for each class which apply ONLY to THEM. The class specific regulations override the generic regulations.
- **Modification to rules for the 2011 season highlighted in red**

Regulations state what you CAN DO, so if it's NOT listed it can't be done.

RULE #1 - HAVE FUN

Recommended car preparation allowed

1. Motor may be secured (glue, tape or similar), bushings may be glued to the chassis.
2. Tires may be trued and glued.
3. Minimum of 2 body screws are required to hold the body to the chassis using the original body posts/ chassis hole locations. Loosening of body screws with no restriction on brand of screw.
4. Motor run-in however during a race meeting no additives, drops or sprays allowed.
5. Ballast added.

Generic regulations which apply to all classes

6. Scrutineering - All cars to be raced will be externally inspected prior to racing. Top three cars may be opened after racing. The Scrutineers/Committee's ruling is final
7. Any controller device, positively wired may be used as long as it does not increase the voltage or available amperage to the track.
8. Car breakdowns, in the event a car breaks down the following applies.
 - a. You may repair the car and re join racing in the current heat.

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- b. Retire from the heat to continue repairing the car in preparation for the next heat.
 - c. If the breakdown terminal and non reparable on the day, replace the car with either one of your own or borrow one from another member of the V32 as long as it fits within the class.
9. Mirrors, aerals, brake ducts, exhausts, minor fins and minor wings may be removed.
 10. Cars fitted with alloy wheels do not need wheel inserts fitted to race.
 11. Cars may be repainted.
 12. Removal or disconnection of lights, electronic Chokes and reverse switches allowed.
 13. Light kits may be added
 14. If any consumable's (gears, pinions, motors, bushings, wires, braid, axles, wheels) are worn/damaged/replaced the following applies: Such items listed may be replaced with generic items of the same design in any material providing they do not alter the performance of or the specifications of the car. **Gear ratios must remain standard for the model unless class specific rules say otherwise.**
 15. The standard guides for the car must be used unless otherwise stated in the class. Where fitted guide springs may be removed.
 16. **Original body posts and slot guide location must be retained. Body posts and guide holder can be repaired or braced using glue, plastic and plastic/metal.**
 17. Axles may be shimmed or trimmed to reduce axle slop in front and rear.
 18. Stub axles may be replaced with solid one piece axles provided no chassis. Modifications are required. Mounts may be sleeved providing stud axles system is retained.
 19. Tires for all classes to be standard/stock or replaced with MJK's unless class specific rules say otherwise. There is no restriction as to which MJK tire is to be used in which class. There is no minimum or maximum width or diameter of tires. NO silicone tires are to be used in any class.
 20. Cleaning of tyres: No adhesive additives allowed, Water, saliva allowed only.
 21. Overall width of the car must remain as standard for the model, tires must fit under the body.
 22. Motor shaft can be trimmed to avoid fouling on Tire.
 23. Rear axle/motor may be braced to reduced rear 'bounce'.
 24. Chassis Trimming/shaving to a maximum of approximately 1mm along each side

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25. Interior (not body or chassis) may be trimmed (as little as possible) if causes Tires to rub.
26. Ballast (lead, blue tac etc) may only be placed inside the body/chassis NOT on any outside surfaces.

Class specific rules

V8 Supercars

27. Modifications to body to aid lowering including shaving of posts and sanding of wheel arches.
28. Motor, axle and slot guide location and method of location must remain as per standard chassis.
29. Chassis posts may be shaved to allow lowering of body. Holes may be opened to allow body to rock.
30. Gears can be replaced with any type of "other" gears (alloy etc), but must remain as standard ratio 11/36
31. Wheels/Hubs – Replacement hubs to be plastic of the same diameter ONLY.
32. Scalextric "round disk" guide may be removed and replaced with "other" guide such as Fly/Ninco, NO pro race or wood guides though

Slot It

33. Any Slot-It brand Box Stock cars with standard motor either 25k or 21.5k as factory fitted in model with in-line motor configuration.(see note 1)
34. Standard hubs and gears only

Modern GT

35. Wheel/Tire combination may be replaced with other hub patterns or alloys .
36. Replacement spur/contrate gear of same dimensions/teeth number as per original.
37. Ninco can only run NC5 motors only, Other brands limited to 20k.
38. Other brands (than Ninco) must not modify the chassis to fit replacement motor, must be a straight swap.

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Classic Le Mans

39. Any brand Box stock cars with Class specific mods listed below. (Excluding Slotter, Slot-it, Racer cars and MB etc)
40. Limited to 18k motor limit.
41. Wheel/Tire combination may be replaced with other hubs from within the class or alloy wheels
42. Ninco standard sprung guide can be used. Ninco pro race guide not allowed.
43. Replacement spur/contrate gear of same dimensions/teeth number as per original.

Porsche 997

44. NC5 motors only.
45. Standard hub and gears.
46. MJK tires allowed for 2011

Muscle cars

47. Any brand Box stock cars or Resin/ Hard plastic body on a donor chassis from within the class list from the period up to mid 70s as shown on list.
48. Limited to 18k motor limit.
49. Wheel/Tire combination may be replaced with other hubs from within the class or alloy wheels
50. Replacement spur/contrate gear of same dimensions/teeth number as per original.
51. Front axle position may be moved forwards or backwards but not up or down using any method of locating the original wheel /axle assembly.
52. Slot guide and rear axle position and mountings must remain as per standard for donor chassis.
53. Slot guide should not protrude beyond the front bodywork.
54. Full interior from the donor car must be maintained.
55. Clear material for windows (vacuum formed acceptable) as per 1:1 version.

Group 5

56. Any brand Box stock cars with 18k motor limit
57. Wheel/Tire combination may be replaced with other hubs from within the class or alloy wheels.

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58. Replacement spur/contrate gear of same dimensions/teeth number as per original.
59. Ninco Standard sprung guide can be used. Not Ninco pro race guide not allowed.

LMP / GT1

60. Any brand of LMP / GT1 prototype sports.
61. Open modification class, any motor, gears, wheel tire combination etc. (No silicone tires)

Classic 1950s and 60s GT type classic cars

62. Any brand Box stock cars with NC1 or NC8 motors fitted.
63. Must run standard rims.
64. Free choice of Tire that fits standard 7mm rim (see note 2).

SCX NASCARS

65. Open to all standard RX-42B 19,000rpm inline tilting chassis NASCARS
66. Standard hub and gears.

Notes

1. This means you cannot swap a white SLOT IT endbell motor into a car that originally came with an orange SLOT IT endbell motor. As the white endbell motor is no longer available the only replacement now available is the orange endbell motor. So all new cars will have the orange endbell
2. Ninco Classics and other brands have a nominal rim width of 7mm (Cobras 9mm) Ninco Tires fits just about all the other rims. MJK also make a Tire to fit. However when fitting a Tire it must not alter the overall width of the standard Car.