

Classic Slot Car Racing Association

1/32 Scale Car Standards

BROOKLANDS CARS

1. SCALE & DIMENSIONS

All cars to be accurate 1/32 scale representations of a full size car.

As most racers are very much reliant on manufactured bodies, which are not always perfect, there is no specific requirement for exact scale length and width for body shells. They are, however, expected to be reasonably to scale. If you push the boundaries too far you may be asked to run something else.

In these standards, “Wheelbase” is defined as the distance between the center lines of the front and rear wheels. “Track” is the distance between the center lines of the left and right hand wheels at the front and at the rear of the car.

The CSCRA standard is that wheelbase and track measurements must be 1/32 scale within + or - 2mm. Entrants are encouraged to build these older model cars to these dimensions, but it is accepted that many will not have reliable dimensions to work with. In this class, models will only be checked for the stated maximum width in each of the two categories.

No car should exceed the maximum width permitted for each class. Maximum overall width is measured from the outer edge of the R/H wheel to outer edge of L/H wheel.

Any prototype with a scale width wider than the default figure will have to be proven by the entrant.

2. BODIES

All body shells must be of hard plastic, glass fibre, resin, wood, aluminium (thin alloy sheet only) or similar material. Vacuum formed bodies are not permitted.

All cars must be finished in a style sympathetic to the period being represented and carry at least two racing numbers.

All cars must have clear windscreens etc fitted where they appear on the prototype. Vacuum formed windscreens etc are permitted.

All models should have a period style steering wheel and three-dimensional representation of a driver figure consisting of at least an upper torso, arms, period head/helmet). Vacuum formed interiors and drivers are permitted but must be realistic.

The chassis, motor and all running gear must not be visible from above or through the cockpit opening and engine bay unless that which can be seen represents parts of the real car. Suspension components and exhaust systems for example.

The guide must not protrude beyond the front-most point of the car when in the straight ahead position.

NOTE: Motorized die cast models and all-enveloping bodies (Bugatti 'Tank' type) are not allowed.

3. WHEELS & TYRES

Tyre width limits in all classes are overall.

All wheels should be representative of real wheels in keeping with the real cars and have appropriate wheel inserts fitted.

Sponge and silicon tyres are not permitted.

All tyres must be dry and free from additives when the car is placed on the track for either practice or racing.

4. MOTORS & CHASSIS

Motor choice is free.

Inline configuration only.

Chassis design and construction is free.

BROOKLANDS CAR CLASSES

For models raced at Brooklands in the period 1920 to 1939 and 1.5 Litre GP cars of the 1920's.

- All models to be good 1/32 scale representations either of real prototypes raced at Brooklands 1920-1939 or 1920's 1.5 litre GP models.

- Minimum ground clearance: 3mm
- Maximum rear tyre width: 6mm (contact width 5mm)

Over 2 Litre cars:

- Maximum overall width: 54mm
- Wheel & tyre minimum diameter: rear 25mm, front 24mm

Under 2 Litre cars:

- Maximum overall width: 51mm.
- Wheel and tyre minimum diameter: rear 23mm, front 22mm