

Classic Slot Car Racing Association

1/32 Scale Car Standards

For Hard Bodied Cars

SPORTS & GT CARS

Definitions

Sports Car;

An open top, or soft top, car with 2 seats and bodywork covering the wheels.

Competition Sports Car;

An open top 2 seat car, with bodywork covering the wheels, built in very limited numbers to compete at events such as the Can-Am.

Sports Prototype;

An open or closed top 2 seat car, with bodywork covering the wheels, built in very limited numbers to compete at events such as the Le Mans 24hours.

Production Sports Car;

An open top, or soft top, car with 2 seats and bodywork covering the wheels, produced in significant quantities by manufacturers such as Alfa Romeo and MG.

This description was also used for the 5 litre closed top cars such as the Ford GT40 and Porsche 917 which raced at Le Mans from 1968 to 1971.

GT Car;

A closed, hard top car with 2 or 2+2 seats and bodywork covering the wheels.

Cars in this class would normally be based on road going, hard top, 2 or 2+2 seat production cars.

NOTE: Prior to WWII there seems to have been no distinction between Sports, GT or Saloon cars in competitive events such as Le Mans.

CAR STANDARDS

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.

A 64mm wide Lotus 30, for example, is not acceptable.

Wheelbase measurements **must** be 1/32 scale within + or - 2mm.

“Wheelbase” is the distance between the centre lines of the front and rear wheels.

No car should exceed the maximum width permitted for each class.

However event organizers and Scrutineers shall have the discretion to allow body shells that exceed the maximum width by a small margin to be used provided that the chassis, wheels and tyres do not exceed the maximum permitted width for the class and that the rest of the car fully complies with the Car Standards in every other way.

Cars will be measured at the widest part of the body, chassis, wheels and tyres.

When the car, in race ready condition, is placed on a flat and level section of track to be used for the event all tyres must touch the track surface and roll when the car is pushed forwards.

It is the entrant's responsibility to prove the accuracy of any car.

If there is any doubt the scrutineer may ask you to run something else.

The scrutineer's decision is final.

2. BODIES

All body shells must be of hard plastic, glass fibre, resin, wood, metal or similar material. Vacuum formed bodies are not permitted.

Wheel arch extensions are only permitted if they can be shown to have been fitted to the prototype during the period covered by the race meeting.

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 window glass etc fitted where it appears on the prototype. Vacuum formed windows and headlight covers are permitted.

All cars must have a suitably decorated and period correct, 3 dimensional, representation of a driver consisting of at least a head, shoulders, arms, hands and the upper part of a steering wheel.

Vacuum formed interiors and drivers are permitted but must be realistic.

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

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

3. WHEELS & TYRES

Tyre width limits in all classes are overall.

All wheels must be representative of real wheels or have realistic inserts fitted.

Silicone tyres and sponge/foam rubber tyres are not permitted.

All tyres must be dry and free from additives whenever the car is placed on the track.

4. MOTORS & CHASSIS

Motor choice is free.

Chassis design and construction is free but must comply with sections 1 to 4 and any individual class restrictions.

Any chassis design which allows the wheelbase dimension to vary will be measured at both extremes of movement and must remain within the +or- 2mm scale tolerance.

Any chassis design which allows the wheels to move from side to side must have that movement restricted to ensure that the tyres cannot be seen from above at the extremes of movement.

On cars fitted with steering the tyres must not be visible from above when in the straight ahead position, but can be visible when the steering is turned.

Minimum ground clearance will apply under the motor and the entire length of the chassis and body, unless stated otherwise. This will be measured with the car sitting on its tyres on a flat and level section of the track to be used for the event or on a flat test block which matches that track. Drive gears and front air dam/splitter, if fitted, may be below the minimum ground clearance but must remain clear of the track surface at all times.

One slot guide only is permitted.

Blade designs must be no more than 25mm long and pin designs with more than one pin must have the pins no more than a total of 25mm apart.

Traction magnets are not permitted.

5. READY-TO-RUN (RTR) CARS

Any Ready-to-Run car which fully complies with the above car standards will be eligible to race unless stated otherwise by an event organizer.

Event organizers may also choose to allow Ready-to-Run cars which do not comply with the above standards to enter, and may even have separate classes or finals for these cars, but must clearly define the rules they will be applying to such cars well in advance of the event.

The final decision on eligibility will rest with the individual meeting organizer.

SPORTS & GT CAR CLASSES

Event organizers should feel free to select specific year ranges or types of car from within each class or to combine periods and classes as they see fit.

The descriptions, in brackets below each heading, are intended for guidance only.

These class divisions cover only the major classes raced at International and National events. Should any event organizer wish to run an event for cars which do not fit well within these existing classes (small road based production sports cars such as MGs, Austin Healeys and Triumphs for example) they should feel free to use these standards as a basis and adjust them to suit. If the event is successful and popular then any new class can be added to the existing ones at a later date.

For GT only events organizers should specify clearly what they will accept as a GT car.

SP1a - Pre-1934 over 2 litre Open Top Cars.

(Any open or soft top car having two or more seats and mudguards covering the wheels).

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 24mm, minimum width 4mm.
- Rear wheels and tyres: Minimum diameter 25mm, maximum width 6mm.
- Minimum ground clearance 3mm.
- Maximum overall width must not exceed Scale track dimension +6mm.
(For all class 1 cars, the maximum width will be measured over the outside width of the tyres. Bodywork, wheel trims etc can be wider than this).

SP1b - Pre-1934 under 2 litre Open Top Cars.

(Any open or soft top car having two or more seats and mudguards covering the wheels).

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 22mm, minimum width 4mm.
- Rear wheels and tyres: Minimum diameter 23mm, maximum width 6mm.
- Minimum ground clearance 3mm.
- Maximum overall width must not exceed Scale track dimension +6mm.
(For all class 1 cars, the maximum width will be measured over the outside width of the tyres. Bodywork, wheel trims etc can be wider than this).

SP2 - 1934-1948 Sports & GT Cars.

(Any Sports Car that did, or might have, competed in any International Sports Car event such as Le Mans, the Targa Florio or the Mile Miglia).

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 22mm, minimum width 5mm.
- Rear wheels and tyres: Minimum diameter 23mm, maximum width 7mm.
- Minimum ground clearance 3mm.
- Maximum overall width: 54mm.

SP3 - 1949-1962 Sports & GT Cars

(The post WWII mainly front engine sports car era).

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 19mm, minimum width 5mm.
- Rear wheels and tyres: Minimum diameter 21mm, maximum width 7.5mm.
- Minimum ground clearance 2mm.
- Maximum overall width: 57mm.

SP4 - 1963-1967 Sports & GT Cars.

(The early rear engine era. Ford versus Ferrari at Le Mans. The Can-Am begins).

- Motor orientation: free.
- Front wheels and tyres: Minimum diameter 18mm, minimum width 5mm.
- Rear wheels and tyres: Minimum diameter 20mm, maximum width 10mm.
- Minimum ground clearance 1.5mm.
- Maximum overall width: 61mm.

SP5 - 1968-1975 Sports & GT Cars

(3 litre prototypes and 5 litre sports cars at Le Mans).

- Motor orientation: free.
- Front wheels and tyres: Minimum diameter 16mm, minimum width 6mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 12mm.
- Minimum ground clearance 1.5mm.
- Maximum overall width: 64mm.

SP6 - 1968-1974 Can-Am Cars.

(The ultimate Can-Am cars and the European Interserie cars).

- Motor orientation: free.
- Front wheels and tyres: Minimum diameter 17mm, minimum width 6mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 14mm.
- Minimum ground clearance 1.5mm.
- Maximum overall width: 68mm.

SP7 - 1976-1981 Sports & GT Cars.

(Turbo Prototypes and Group 5 GT cars at Le Mans and in the IMSA GT series).

- Motor orientation: free.
- Front wheels and tyres: Minimum diameter 17mm, minimum width 8mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 12mm.
- Minimum ground clearance: 1.5mm.
- Maximum overall width: 64mm.

SP8 - 1982-1993 Sports & GT Cars.

(Group C and IMSA GTP cars).

- Motor orientation: free.
- Front wheels and tyres: Minimum diameter 18mm, minimum width 8mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 12mm.
- Minimum ground clearance: 1.5mm.
- Maximum overall width: 65mm.