

Classic Slot Car Racing Association

1/32 Scale Car Standards

Open Frame and Steering Grand Prix Cars

General

This is intended as a 'Retro' class based on the type of cars that were commonly raced at many slot car clubs in the mid 1960s.

It is therefore expected that the majority of parts used in the construction of the cars will be pre-1971 period parts.

Period ready to run cars, motors, gears, steering units and guides are all reasonably easy to obtain.

Newly made parts scratch built from brass, wire, aluminium, etc are acceptable but should be 'in the style of the period'.

Racing Classes

Class 1. Pre 1950 GP, Voiturette and Indy Cars. (CSCRA GP1a, GP1b, GP2a & GP2b)

Class 2. 1950-1960 GP and Indy Cars. (CSCRA GP3 Standards)

Class 3. 1961-1965 Formula 1 Cars. (CSCRA GP4 Standards)

Class 4. 1966-1970 Formula 1 Cars. (CSCRA GP5 Standards)

These classes are chosen as they were the common GP classes raced in the period and ready to run cars were available for each of them.

Event organisers may run each class individually or combine classes as they see fit

General Dimensions

Wheels, tyres, ground clearance, maximum width, etc should conform to the CSCRA car standards for the car being modelled and the class into which it is entered.

Any open frame & steering car actually built in the 1960s will be permitted to race 'as built' even if it does not comply 100% with CSCRA car standards (but don't take the mickey).

Eligible Cars and Bodies

Open to any 1/32nd scale model of a pre-1971 GP Car in the four classes above.

Body shells must be made from hard plastic, fibre glass, resin or wood.

Vac formed bodies are not permitted.

Motors

All cars must be powered by an 'open frame motor' mounted 'inline'.

(Open frame motors are defined as - motors having their magnets at one or both ends of the armature shaft with iron or steel 'pole pieces' either side of the armature. Motors with magnets on both sides of the armature are not allowed).

(Inline is defined as - having the motor armature shaft at right angles to the axles and driving through a crown wheel and pinion).

Motors may have their original magnets replaced but the replacement must remain in exactly the same position as the original.

Additional magnets may not be fitted to any motor but 'double pole pieces' made from iron or steel are permitted.

Steering

All cars must be fitted with a working steering unit to which the front wheels are mounted. The steering unit can be a commercial ready-made item - Airfix, MRRC, etc - or scratch built.

The steering does not have to be directly connected to the guide but must work.

Slot Guides

It is preferred that these are covered by the body, but this rule will not be enforced too rigidly, particularly with regard to pre-1950 cars which tend to have very short noses and to cars actually made in the '60s or earlier.

Tyres

1960s original rubber tyres or urethane replicas (Ortmann etc) must be used and should comply with the CSCRA minimum diameters and maximum/minimum widths for each class.

Modern super sticky tyres like NSR, Slot.It, etc will not be permitted.

Tyres made from or containing silicon will not be permitted on any car.

Sponge/Foam tyres and 'goop' are not permitted.