

# Classic Slot Car Racing Association

## 1/24 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, Lola T70 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.

These car standards were inspired by the 1/24<sup>th</sup> scale Merit Kits of the 1950's. Since that time there have been a number of kit and slot car manufacturers that have produced suitable cars and these standards have been worded to encompass all of these and any modern resin reproductions and scratch built models.

These initial standards cover only the period from 1949 to 1967.

If, however, 1/24<sup>th</sup> scale racing proves popular then the standards can be expanded to cater for other periods. For this reason the class designations have been kept inline with the 1/32 scale standards.

## CAR STANDARDS

### 1. SCALE & DIMENSIONS

All cars to be accurate 1/24 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.

**Wheelbase** measurements **must** be 1/24 scale within + or - 3mm.

“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.

Cars will be measured at the widest part of the body.

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 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, headlight covers and other clear parts 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- 3mm 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 event 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 events organizers should specify clearly what they will accept as a GT car.

### **Sports Cars class SP3. 1949-1962 Sports & GT Cars**

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

- Motor orientation: Inline only\*.

\*Except that Vintage motors designed to be mounted as sidewinders can be used provided that the motor and drive gears are covered by the body.

- Minimum ground clearance: 4mm.
- Maximum overall width: 72mm.
- Front wheels and tyres: Minimum diameter 27mm, minimum width 6mm.
- Rear wheels and tyres: Minimum diameter 29mm, maximum overall width 9mm.

Wheels must be a minimum of 17mm diameter to represent a 15 inch wheel, and can be up to 19mm diameter to represent an 18 inch wheel.

All tyres must have a realistic aspect ratio. Square section tyres are not acceptable. Recommended tyres for this class are: Ortmann 46a (Front) and 46 (Rear) but there are other tyres in the Ortmann and other manufacturer's ranges which would also be suitable.

### **Sports Cars class SP4. 1963-1967 Sports & GT Cars.**

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

- Motor orientation: free.
- Minimum ground clearance: 3mm.
- Maximum overall width: 80mm.
- Front wheels and tyres: Minimum diameter 25mm, minimum width 7mm.
- Rear wheels and tyres: Minimum diameter 26mm, maximum overall width 12.5mm.

Wheels should be around 17mm diameter to represent a 15 inch wheel.

All tyres must have a realistic aspect ratio. Square section tyres are not acceptable. Recommended tyres for this class are:

Ortmann 19e or 19d (Front) and 19d or 19g (Rear).

These are based on the tyres fitted to the Cox Lotus 30/40 but there are other tyres in the Ortmann and other manufacturer's ranges which would also be suitable.