

Classic Slot Car Racing Association

1/32 Scale Car Standards

For Hard Bodied Cars

SALOON & TOURING CARS

Definitions

Saloon Car;

A hard top car with at least 4 seats and bodywork covering the wheels.

Touring Car;

Any car which competed in one of the many Touring Car Championships around the world, such as the World Touring Car Championship, the European Touring Car Championship, the British Touring Car Championship etc. These were usually run to FIA Group 2 rules until 1982 at which time the FIA introduced Group A rules, however many of the National Championships did admit a wider variety of cars.

NASCAR;

Any car which competed in the NASCAR Grand National Championship.

Trans-Am;

Any car which competed in the US based Trans-Am series.

Group 5 (1977/81);

Any car which competed in the German DRM series between 1977 and 1981.

Note; these cars are more 'Sports Cars' than 'Touring Cars' and should only race in their own events. Standards for these cars are identical to those for Group 5 Sports cars of the same period and are therefore different to any other Saloon class.

Under 2 litre cars;

Many championships had sub divisions for smaller engined cars, some had many such divisions. Under 2 litre seems to have been the most popular division.

NOTE: Prior to WWII there seems to have been no exclusively Saloon car events but they did compete in events such as the Le Mans 24 hours.

NASCAR was founded in 1947/8 but did not adopt production based 4 seat cars until 1950.

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 Cortina, 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.

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 event organizer.

SALOON & TOURING 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 standards (under 1 litre cars like Minis, Imps, Anglias and Fiats 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.

SL1 - Pre-1950 Saloon/Touring Cars.

(Any hard top car having four or more seats and mudguards covering the wheels).

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 21.5mm, minimum width 5mm.
- Rear wheels and tyres: Minimum diameter 23mm, maximum width 7mm.
- Minimum ground clearance 3mm.
- Maximum overall width: 55mm.

SL2a - 1950-1962 over 2 litre Saloon/Touring Cars.

(Any four seat Saloon/Touring Car that competed in any Touring Car race).

- 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: 61mm.

SL2b - 1950-1962 under 2 litre Saloon/Touring Cars.

(Any four seat Saloon/Touring Car that competed in any Touring Car race).

- Motor orientation: Inline only.
- Front and rear wheel and tyre diameter: Scale for the car being modeled.
- Front and rear wheel and tyre width: Minimum width 5mm, maximum width 7.5mm.
- Minimum ground clearance 1.5mm.
- Maximum overall width: 54mm.

SL3a - 1963-1969 over 2 litre Saloon/Touring Cars.

(FIA Group 2 cars and any car that competed in one of the many International and National Touring Car series).

(Group 5 cars that competed in the BTCC from 1966 and in the ETCC in 1968/9).

- Motor orientation: Inline only.
- 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: 64mm.

SL3b - 1963-1969 under 2 litre Saloon/Touring Cars.

(Any four seat Saloon/Touring Car that competed in any Touring Car race).

- Motor orientation: Inline only.
- Front and rear wheel and tyre diameter: Scale for the car being modeled.
- Front and rear wheel and tyre width: Minimum width 5mm, maximum width 8mm.
- Minimum ground clearance 1.0mm.
- Maximum overall width: 58mm.

SL4a - 1970-1981 over 2 litre Saloon/Touring Cars.

(FIA revised Group 2 cars and any car that competed in one of the many International and National Touring Car series but excluding the Group 5 cars of 1977/81).

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 17mm, minimum width 5mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 10mm.
- Minimum ground clearance 1.5mm.
- Maximum overall width: 64mm.

SL4b - 1970-1981 under 2 litre Saloon/Touring Cars.

(FIA revised Group 2 cars and any car that competed in one of the many International and National Touring Car series).

- Motor orientation: Inline only.
- Front and rear wheel and tyre diameter: Scale for the car being modeled.
- Front and rear wheel and tyre width: Minimum width 5mm, maximum width 8mm.
- Minimum ground clearance 1.0mm.
- Maximum overall width: 58mm.

SL5 - 1982-1988 Saloon/Touring Cars

(FIA Group A cars and any car that competed in one of the many International and National Touring Car series).

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 17mm, minimum width 6mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 12mm.
- Minimum ground clearance 1.5mm.
- Maximum overall width: 64mm.

NASCAR class a - 1950-1962 NASCAR Grand National Cars.

- 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: 61mm.

NASCAR class b - 1963-1990 NASCAR Grand National Cars.

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 17mm, minimum width 6mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 10mm.
- Minimum ground clearance: 1.5mm.
- Maximum overall width: 64mm.

Trans-Am class a - 1966-1972 over 2 litre Trans-Am Cars.

- Motor orientation: Inline only.
- Front wheels and tyres: Minimum diameter 17mm, minimum width 6mm.
- Rear wheels and tyres: Minimum diameter 19mm, maximum width 10mm.
- Minimum ground clearance: 1.5mm.
- Maximum overall width: 64mm.

Trans-Am class b - 1966-1972 under 2 litre Trans-Am Cars.

- Motor orientation: Inline only.
- Front and rear wheel and tyre diameter: Scale for the car being modeled.
- Front and rear wheel and tyre width: Minimum width 5mm, maximum width 8mm.
- Minimum ground clearance: 1.0mm.
- Maximum overall width: 58mm.

Group 5 Sports/Touring cars - 1977-1981.

(FIA Group 5 cars that competed in the German DRM 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.