

PREFACE

The United States Slot Car Association Inc. (USSCA) was conceived to promote miniature auto racing for all types of cars, on all types of tracks. The need for an organization with racers and track owners first has been long overdue.

It is with great pleasure USSCA offers this rule book to you containing rules to cover all your needs. The rule book covers Wing, Scale and Oval racing. Many of the motor/chassis combinations will cross over to another class with nothing more than a body change. The rules are complete and written to comply with current trends and offer a good cross section of what most of Americas slot tracks are offering racers today.

The United States is a very large country with many body styles that are unique more to one area than another. This is why some classes of cars will carry a different body style in one part of the country. And with a rule book that is so diverse there should be no type of car not covered.

To conduct a successful race event or series, the appearance of the cars is very important. Cars that the general public can relate to is what made this sport so big in the beginning. USSCA is committed to making the cars look like real cars again. This single factor would contribute more to reviving slot car racing more than any other single item we can address.

. It is also recognized scale cannot always be exact, because of manufacturing limitations. This is why scale appearing is the concept we all should be striving for.

Enjoy you new rule book. Thank you for joining USSCA. Together we can make a difference!

Manufacturers are encouraged to produce bodies in the spirit of the class. We have Group racing where bizarre and unique body shapes and contours can be exercised. Scale and Oval racing is to replicate the full size counterpart

GENERAL COMPETITION RULES

I) DRIVER CLASSIFICATION

A. PROFESSIONAL

Race prizes will be in cash.

1. PRO GROUP 7
2. GROUP 27- Unrestricted
3. 1/24th SCALE EUROSPOORT
4. 1/32nd SCALE EUROSPOORT

B. AMATEUR

Race prize payout will be in merchandise certificates and/or trophies, with at least 50% payback to top 8 finishers.

1. SEMI-PRO GROUP 7
2. GROUP 27 - Restricted
3. COBALT 12
 - a) Restricted (AMATEUR)
 - b) Unrestricted (PRO)

No Racer that enters into the Pro category may race Restricted C12

4. WORLD 12
 - a) Restricted
 - b) Unrestricted
5. American Wing Cars- Restricted
6. ALL SCALE, OVAL, DRAG and H.O. DIVISIONS:

Driver classifications will be determined by competition committee.

II) COMMERCIALY AVAILABLE

Major components for Group and restricted racing (motor, motorparts, chassis, chassis parts, bodies) must be readily available to all participants to be able to compete on an equitable level. Commercially available means that the products must be readily available through slot track retailers . A product will be considered to be no longer commercially available after production has ceased; products in this status that have been approved for competition will continue to be legal for USSCA competition for a period to be determined on a case by case basis. All products that are considered to be commercially available and restricted products must be available at standard industry discounts through approved dealers.

III) RACE PROCEDURE

A. REGISTRATION

All cars shall be inspected and impounded prior to qualifying.

1. No cars will be accepted after announced registration closing time.
2. The chassis should be engraved with the driver's entry number, class, and the initials of the tech inspector. The body should be marked with a spot of non-removable paint or ink.

IV) NO SMOKING

Smoking is prohibited within the raceway at all USSCA events.

V) ALCOHOLIC BEVERAGES

No alcoholic beverages may be consumed within the raceway.

VI) DRIVERS MEETING

It is suggested that a driver's meeting be held prior to qualifying to discuss race and qualifying procedures, marshaling responsibilities, racer conduct, glue rules, track calls, disqualifications, track tech, etc. Drivers with specific questions should ask them at this time. No technical arguments shall be discussed during racing after this point of the event.

VII) POWER REQUIREMENTS

In all USSCA events, qualifying and race voltage for all classes will be limited to a maximum of 14 volts. This voltage is to be measured, loaded, with the cars on the track using a digital volt meter to record the values.

VIII) TRACK CONDITIONS

A) SPRAY GLUE

1. The track will be cleaned and sprayed prior to the racing and may be re-sprayed as deemed necessary by the race director(s).
2. The track surface in the turns may not be touched or altered in any way. No addition, deletion, or redistribution of the glue is allowed without specific and prior approval from the race director.
3. Glue may be applied to tires only.

B) ACCIDENTAL SPILLAGE

1. If an accidental spill occurs, the race director may re-spray the affected area to restore fair racing conditions.

IX) QUALIFYING

A. ORDER

1. PROFESSIONAL GROUP 7
Determined randomly, such as drawing from a hat.
2. Other classes:
Spray Glue - Qualifying will be in order of registration.

B. There shall be no qualifying for Scale and Oval racing

1. Qualifying heats shall be made up by "drawing from the hat"

C. FORMAT

1. Time -- a one-minute run with no byes is allowed to establish the fastest single-timed lap. Back-up times will be recorded to alleviate tie breakers.
2. The first qualifier will receive one extra minute qualifying time.
3. Each racer will be given a specified amount of time (not to exceed fifteen seconds) to get hooked up to begin his/her qualifying round. This should be set into the computer to automatically start the time and make it uniform for all racers. Any registered racer not present to qualify when called will be penalized 30 seconds and placed at the end of the qualifying line.

X) EUROPEAN (STAGGERED) LANE ROTATION

XI) AUSTRALIAN RACE FORMAT- GROUP RACING

NUMBER OF ENTRIES	MOVE-UP SCHEDULE
1 to 8	Final only
9 to 12	Round Robin
13 to 18	Two semis and a final. Top 4 in each semi move up.
19 to 20	One heat, two semis and final. Fastest 12 qualifiers into semis - top 4 in each heat move up to semis, top four in each semi move up to final.
21 to 24	

XIa: Oval and Scale races will use the qualifying heats to determine move-ups to Semis.

1. Total number of racers shall be divided into as equal as possible heat races.

2. The winner of each heat will make the move to the Main, and the remainder shall be determined from total laps and track position.

3. The top four from each Semi shall move to the Main event.

Note: Heats and Qualifiers are run D, C, B, A.

Semis are run B, A.

a. In the event there are more than 27 entries, the qualifying heat races will move up to (2) Semis and the top four in each Semi shall move to the Main.

* In the event numbers of entries is large enough to cause time problems, scale and oval racing may change to 1 1/2 minute qualifying heats

XII) DURATION OF RACES

A. Mains		(IN MINUTES)		
	Lanes	On time	Off Time	
1. Gr. 7/Semi-Pro	8	5	2	
2. Group 27	8	4	2	
3. All others wing Series	8	3	2	
4. Eurosport	8	5	1	
5. GPT-12	8	3	A2/P1	
6. Scale/Oval Series	8	2	2	
B. Semis				
1. Gr. 7/Semi-Pro	8	3	2	
2. Group 27	8	2	2	
3. All others wing Series	8	2	2	
4. Eurosport	8	3	2	
5. GPT-12	8	2	2	
6. Scale/Oval Series	8	1.5*	1.5*	
C. Quarterfinals or Heats				
		A=amatuer P=Pro		
1. Gr. 7/Semi-Pro	8	2	2	
2. Group 27	8	2	2	
3. All others wing Series	8	2	2	
4. Eurosport	8	2	1	
5. GPT-12	8	2	1	
6. Scale/Oval Series(heats)	8	1.5	1.5	
D. Consis & Sub Consis				
1. Gr. 7/Semi-Pro	4	3	2	
2. Group 27	4	2	2	
3. All others wing Series	4	2	2	
4. Eurosport	NA	NA	NA	
5. GPT-12	NA	NA	NA	
6. Scale/Oval	NA	NA	NA	

XIV) MISCELLANEOUS PROCEDURES

A. BLACK FLAG

The race director is obliged to black flag any car that is dragging, interfering with other cars or continuously de-slotting due to mechanical problems. Upon being black-flagged, the driver must bring the car in for repairs

immediately. If the problem is not corrected, the black flag may be enforced again as required.

B. TRACK CALLS

1. The power will only be turned off for extremely unfair or dangerous situations.

The following are the only acceptable reasons:

- a. Braid up
- b. Power failure (one lane or all).
- c. Debris in slot.
- d. An un-marshallable car.
- e. Lap counter or track equipment failure.

2. During a track call, there will be absolutely no work performed on the cars or lane preparation. Doing so will result in a 10 lap penalty. A second infraction will result in disqualification this includes, the pit helpers or the driver.

3. Oval Series

Riders will be considered to be a track call.

C. LAP COUNTER

1. The lap counter will be considered correct unless it can be proved otherwise. The counter should be corrected if necessary (as when a car crosses in the wrong lane). If a major error occurs in the counting process that cannot be corrected, the race director may:

- a. Assign responsible stewards to count laps or verify the counter.
- b. Add or subtract mutually agreeable laps as established by race officials and drivers.
- c. Restart the segment.
- d. Restart the race from the latest possible point.

D. MARSHALING

All drivers are expected to marshal the race(s) preceding their own. Substitute marshals must be acceptable to the race director and drivers. Good racing is not possible without good marshals. Every racer is expected to do his/her part both before and after racing if necessary. Failure to fulfill marshaling responsibilities will result in lap penalties and/or disqualification. All cars will be impounded after all races to insure fair and proper marshaling responsibilities. Cars will be returned and move-up drivers will be given equal time to prepare for upcoming races.

E. LANE CHANGE

1. Following each lane change, all cars must be returned to the track where they stopped. Putting a car back on the track in an advantageous position may result in disqualification. It is the driver's responsibility to know where the car stopped. When a car is removed from the track during racing, the same rule applies. Corner marshals should notice the cars stopping in their section and pay close attention to cars near the lap counter section. At the conclusion of each race, cars will be left on the track until the order of finish is positively determined.

2. Lane change cards are required to be used.

F. UNSPORTSMANLIKE CONDUCT

1. Unsportsmanlike conduct on the part of a driver or turn marshal will be subject to immediate disqualification at the discretion of the race director. Verbal abuse or profanity will not be tolerated. The race director may first warn driver, marshals or pit helpers if their behavior is unacceptable. Serious or repeat violations will result in a five-lap penalty for the first infraction and disqualification for the second.

2. Repeat offenders of any of the unsportsmanlike conduct guidelines may be prohibited from future USSCA events.

G. PROTEST

A competitor may protest another racer's equipment by officially informing the race director. A protest must be made prior to the end of the race in progress. Special provisions for armature protest are in the following section.

ARMATURE PROTEST

1. Any competitor may protest another person's armature. He/She must officially inform the race director, at which time the race will be stopped.
 - a. The protester may buy a look by posting a \$2.00 fee. He/She is then entitled to look at the suspected armature in the car.
 - b. If not satisfied, he/she may formally protest which requires posting a fee equal to double the current manufacturer suggested retail price of their respective armature. The buy-a-look fee is transferable.
 - c. At this time, the armature must then be non-destructively and indelibly marked (suggest unique Dremel marks on the shaft). Extreme care must be exercised To avoid damage to armature balance and delicate components such as ball bearings, motor brushes, etc.
 - d. An impartial race steward must then be charged with the responsibility of observing and verifying the authenticity of the armature for post race inspection. The race will then be restarted.
2. Thorough disassembly and inspection must conducted immediately upon completion of racing, and must be conducted in a manner assuring accurate technical verification. One available method is destroying any epoxy or similar binder with extreme heat. Then the armature may be dissected with a Dremel; the wire can be measured and the turns can be counted.
3. The fees will be held by the race director until resolution of the matter, then promptly surrendered to the appropriate party. Likewise, any winnings and/or points will be held pending the outcome of the inspection.
4. Buy-a-look proceeds go to the protested party if not applied to FORMAL PROTEST.
5. There is a maximum price of \$50.00 for group 27 armatures.
6. An option exists where the Official USSCA milliohm meter may be used for armature protests.

Very exact parameters exist to use this option. The arm in question would have to be tested at the ambient room temperature. This figure must be reached by using the Official USSCA temperature probe and official meter. Only then, can an arm be determined to be legal or illegal. Arms that fall into a questionable area shall be burnt to the above specifications.(USSCA must have a known base arm to assure the meter is reading correctly)

GENERAL TECHNICAL RULES

All cars/ racers are expected to comply with these guidelines. All drivers are responsible for the legality of their equipment. There is one car per driver per class, and one driver per car per class.

ANY RULE THAT IS IN QUESTION OR BEING INTERPRETED IMPROPERLY WILL BE CLARIFIED BY THE NATIONAL DIRECTOR AND/OR RULES COMMITTEE.

I) SCALE

The size of scale to which the cars must be built is 1/32nd or 1/24th that of the actual race car.

II) WIDTH

All cars may not be more than 3.25" (82.55mm) wide at any point. Round body mounting pins may extend beyond this width. Other type body as glass head or T type are not allowed. head pins such

III) WHEELS

All cars must have front and rear wheels (2 each) with rubber tires.

A. Rear tire minimum diameter is .750" (19.05mm), unless otherwise specified. Rear wheels maximum width is .810" (20.57mm), otherwise specified. Scale and oval cars must use black tires. unless

B. Front tire minimum diameter is .500" (12.7mm), unless otherwise specified.

C. Front wheels or one piece wheel. Tire units must rotate on their axles.

D. Front wheels must be mounted so as to contact the racing surface, as the car is rocked to the side, before grounding on the chassis or body.

E. All scale and oval divisions must use realistic-looking front wheels and tires. (exception to GTP and above) No sticker fronts allowed.

IV) CLEARANCE

The minimum clearance for all classes (except Eurosport) chassis, gear, and motor is .062" (checked at rear only). No parts may drag. Guide flag/ braid, front and rear tires are exempt from this rule. Front minimum shall be .020, if a car is caught dragging the tarck, repair will be done under the green.

V) GUIDE FLAG

One guide or pickup device per car.

VI) BODY

Designs should resemble full-size race cars. Manufacturers are urged to maintain scale proportions. Variations are allowed to conform to state-of-art practices. the-

A. PAINT All bodies must be fully painted and opaque when sitting on the tech block. The sides of the body must be painted in all and oval classes. They should be detailed to resemble full-cars. Exhaust pipes, body lines, injector stacks, mirrors and decals are optional. scale size race

B. INTERIOR: A three-dimensional driver with helmet, shoulders, arms and steering wheel mounted in the original cockpit position times during the racing. Paper and flat drivers are permitted in classes but must look real. at all wing

C. WINDSHIELD Windshield must be clear and of original body.

D. FENDER Fender wells must be transparent so as when viewed from either side of the car, or cut to the horizontal center line of the front wheel, 75% of both of the front wheels must be visible through the wheelwell.

E. NUMBERS All cars must display three numbers of reasonable size and position, 1/4" minimum.

F. BODY: The chassis must be completely covered by the body and air control when OPENINGS viewed from above, except for the cockpit opening or USSCA legal body openings (such as accurate representations of vents, scoops, etc.)

VII) AIR CONTROL DEVICES

- A. No part may exceed 2.5" (63.5mm) in height, measured from the tech block surface. Any air control devices cannot be opaque.
- B. Side Dams may be a maximum of 2.5" (63.5mm) high behind the rear wheel center line and continue on a taper making them a maximum of 2.0" (50.8mm) high at a point 3.75" (95.25mm) forward of the real wheel center line. The same taper may continue ahead of the front wheels.
- C. Must have the front edges taped and must have outside corners rounded in a manner suitable to avoid injury to race participants and spectators.
- D. May affix any decals or markings on any air control surface but cannot be opaque.
- E. Diaphragm Maximum length is .500" (12.7mm). Corners must be rounded.
- F. Rear spoiler cannot be opaque, although suitable decals may be affixed.

VIII) PARTS REPLACEMENT

Any component may be replaced during competition except the original chassis or body. Any racer found to have switched chassis or body will be disqualified immediately. All replacement parts must conform to the rules of the class.

IX) GENERAL TECHNICAL SPECIFICATIONS

A. ARMATURE STACK LENGTH

1. Any armature that has been purposely altered or tampered with, to make the stack appear longer, so as to attempt to comply with the length rules as listed, shall be declared illegal at the tech inspector's discretion. Stack length minimums shall be required on all 3 poles of the armature (using calipers with the faces across each end of the pole) and only the actual lamination material shall be used to determine this fixture. This is meant to specifically exclude, as an example, such practices as the insertion of spacer-type materials between the laminations, abnormally thick applications of coatings or any methods of artificial compliance with the rule.

2. Any armature presented for tech inspection that is found to be illegal for competition (such as short stack) will be impounded until the completion of the racing class.

B. CONTROLLER SPECIFICATIONS

Any controller/ choke may be used as long as the controller/choke uses no batteries or additional power sources to increase or regulate voltage or amperage at track braid. Specifically prohibited are voltage multipliers or doublers, transformers, batteries, encapsulated components, and capacitors. Specifically allowed are simple wire chokes, and diodes. These lower power, but do not regulate. A variable choke operated by the driver shall not be considered regulated. Relays, if used, must be powered by the track current only. Controllers/ chokes are subject to inspection by USSCA officials to verify compliance with the above rules. The Ruddock DR-40 is approved for USSCA use.

C. TECH PROCEDURES

Tech inspection will be conducted in the following manner. All cars will have 1/16th" bottom clearance upon tech-in. Mid race tech inspections will be done. The front of the scale and oval cars shall be teched with the braids in .020 front tech minimum. The chassis must not touch the plate.

MOTOR SPECIFICATIONS

A. OPEN MOTOR

No restrictions.

B GROUP 27

- A) Set-up
No restrictions.
- B) Armature
 - 1) Must be a tagged Group 27 armature, and be mass produced by a USSCA approved manufacturer
 - 2) Must be commercially available, as defined in General Competition Rules,

C COBALT 12 Pro and Amateur

- A) Setup
 - 1. No restrictions.
 - 2. Ball bearings allowed.
- B) Armature
 - 1. Must be tagged with at least the number 12 or 15, and be

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D C-CAN GROUP 12

- A) Motors
 - 1. Motors must be commercially available, as defined in General Competition Rules, Section II, and must be specifically approved for the World 12 class on an as-submitted basis.
 - 2. Can and endbell must be mass produced, full dimensioned can type (full top, bottom and 2 sides, without cheater tabs or other artificial attempts to meet dimensional specifications) without modification. the inside can dimensions are defined as not less than:

Length: .925" (23.495mm)
Width: .835" (21.209mm)
Height: .560" (14.224mm)

- B) Magnets
 - Magnet dimensions plus or minus 10% are as follows:
Length: 0.500" (12.70mm)
Width: 0.150" (3.81mm)
Height: 0.550" (13.97mm)

- C) Armature
 - 1. Armatures must be commercially available as defined in General Competition
 - 2. All armatures contested will be of contemporary type.

D) Can Modifications

- Anything not listed here is illegal.
- 1. Can bushing may be soldered in place but may not be reversed or moved from original position, except as stated in #2.
 - 2. Diameter of bushing locator hole may be altered to allow the stock size bushing to be centered.
 - 3. Outside diameter of bushing (excluding flange) may not be altered.
 - 4. Magnets may be Superglued in place but must retain OEM magnet clips.
 - 5. Magnet zapping is permitted.
 - 6. Single, one-piece magnets. No quad or multiple piece magnets allowed.
 - 7. Motor brushes and springs may be replaced in spring tension may be adjusted but any 3-coil spring brush, or bronze brushing may be used.
 - 8. Prohibited Modifications:

- a. Cut-outs or machine work on can or endbell.
- b. Shunt wire or spring insulation
- c. Adding endbell heatsinks.
- d. Drilling holes in can or endbell.
- e. No post factory honing, shimming or polishing of magnets allowed unless delivered by the manufacturer in this manner.

9. Interchanging parts from one approved manufacturer to another is permitted.

E C-CAN SUPER WASP

- 1. Motors, Setups, Magnets, Can Specifications/ Modifications;
See *Motor Specification D.*
- 2. Armature must be of the current contemporary type.

F GROUP 11

- 1. Motors, Set-ups, Magnets, Can Specifications/ Modifications;
See *Motor Specification D.*
- 2. Armature must be of the contemporary type.

G Group 11 UNBALANCED

Same as "F" Group 11 except armatures may not be balanced

H SUPER 16-D

- 1. Must use Super 16-D type motor only. Motors must be commercially available and meet all USSCA manufacturing specs.
 - a. No strap-type cans allowed. Cans must have top and bottom
 - d. No cheater tabs on can allowed.
- 2. Magnets must be stock ceramic magnets as found on the original motor and must meet the following minimum dimensions:
 - a. Height .580"; Length .650" , Thickness .150".
 - b. Must be one single type magnet. No quads
- allowed - only 2 magnets per motor.
- 3. Only the following modifications are permitted:
 - a. Super glue may be used to locate magnets, but may not be shimmed with tape or any other shim stock
 - b. Endbell may be affixed to Super 16-D can with cap screws.
 - c. Mura #M3102 buss bars and aluminum plates are permissible additions to the endbell.
 - d. Brushes may be changed, may use any brush. Magnets may be zapped and spacers added to to limit end play. shaft
 - e. Endbell cooling/ inspection holes are permissible.
 - f. May re-true and balance armatures. May dye armatures.
 - g. May use any 3-coil spring.
- 4. No shunt wires or spring insulation may be used. No polishing or honing of magnets or armatures is allowed. Must

use stock magnet clips as approved. Minimum stack length
.490", Minimum stack diameter .520".

5.. US made Super 16-D replacement armatures are permitted,
provided they meet minimum dimensions.

I 16-D- GROUP 10

1. Stock 16-D style motors only. No modifications, except as follows:
 - a. Racer may add can screws.
 - b. May add spacers to limit end play.
 - c. May dye armature.
 - d. May re-true commutator.
 - e. May zap magnets.
 - f. May super glue magnets in place.
 - g. May change brushes and may use any replacement 3 coil motor springs.
 - h. No polishing of armatures and magnets allowed.
 - i. No shimming or honing of magnets.
 - J. No balancing allowed.
 - k. Armature may be lightly sanded to remove rust.
Must be minimum diameter of .513".
2. Cans (D-Cans)
 - A. All can are to be of current contemporary type and style.
3. Magnets (16-D)
 - A. Same as Super 16d above.
4. Armatures (16-D)
 - a. Minimum dimensions
Diameter .513 excluding coating.
Stack length .600 including insulators.
 - c. No balancing.
 - d.. No tie wrap, except where provided by manufacturer with tie wrap.
 - e. No split stack/ lamination-type armatures allowed.
 - f. US-made 16-D replacement armatures are permitted providing they meet minimum dimensions.

J 16-D BALANCED

All specifications are the same as *Motor Rule I* (16-D), except armatures may
be balanced.

K PLAYFIT CHEETAH

No internal motor modifications permitted.

CAR SPECIFICATIONS
UNITED STATES WING CAR RACING ASSOCIATION

Great American Wing Cars (restricted)

All General Technical Rules apply.

- A) MOTOR
See Motor Specification F
- B) CHASSIS
Same as all stamped steel rules.

C) GEARS

1. Any gear ratio allowed and any pitch gears may be used.
2. May solder pinion on motor.

D) AXLES/ TIRES/ WHEELS

1. Front axles minimum diameter .047"; front wheel minimum diameter .500". May solder front retainers to front axle. May solder front axle where it passes through chassis. Front axles be bent. Any type fronts allowed. Any size, type, or color may be used; must have .063" clearance, minimum 3/32" rear axle. May use drill blank axles front and must be steel. No hollow or other lightweight axles.

may
rear tire
diameter
rear. Axles

World 12 (Restricted/Unrestricted)

All General Technical Rules apply.

A) MOTOR

See Motor Specification D

B) CHASSIS

- 1 Chassis for the World 12 class must be commercially available and be specifically submitted basis, in accordance with the following parameters:

2. Chassis must be available in completed form.

Chassis may be commercially available separately, and may also be available in a completed car.

3. Chassis may be made of any material. (Aluminum is strictly forbidden)

4. Chassis containing steel components, except steel wire and lead wire retainer.

- a. Must have a guide mount that is integral.

- b. Must be made of a continuous piece of steel extending from the guide mount to the rear axle line and to which pillow blocks are attached.

the

- c. The bottom of the guide mount must be level with the bottom of the chassis with no offset.

- d. Steel chassis sold as kits, but must be commercially available in an assembled form. Kits must be assembled in a manner identical to the assembled chassis except as noted below.

5. Front body mounting tubes must be rigidly attached to the chassis (no shakers).

6. Rear body mount may be floated on any steel chassis, but must remain in original location as the R-T-R car. Steel pin may be used.

tubes

7. May only reposition front wheel mount location on any chassis but wheels must be able to be seen through body wheel well opening. No other component may be altered or repositioned its original location in ready-to-run car.

from

C) MODIFICATIONS

Pre-assembled chassis may be resoldered, but components may not be altered or repositioned: anything not listed here is illegal.

1. Static bracing, consisting of piano wire may be added to solder joints only.

2. Lead weight may be added.

a. On steel chassis, brass may be used for weight. Brass weights may only be attached to front cross piece of chassis, and must be rigidly attached.

- (1) No floating pans.
- (2) No modifying or bracing of chassis and calling it

weight.

3. A lead wire retainer may be added.
4. A motor support tube or wire may be added, not to exceed 1.5" total length behind the motor. Motor must be soldered to this brace or it will be considered a chassis brace.
5. May solder or glue oilites in place.

D) PROHIBITED MODIFICATIONS

1. Tie wire
2. Changes in size, dimension, shape or location of any component.

E) LIGHTWEIGHT COMPONENTS

Since the World 12 class is intended to be an entry-level class, many of the rules are designed to discourage the use of complicated state-of-the-art, or expensive components. Therefore, special light-weight components are specifically prohibited, including:

1. Magnet wire or magnet-type wire as a substitute lead wire.
2. Hollow or special lightweight axles.

F) GEARS

Any gear ratio or pitch is allowed. Drilled gears are permitted.

G) AXLES

Axles with flats are allowed. 3/32" minimum diameter.

H) WHEELS

Front and rear wheels may be drilled.

I) BEARINGS

No ball, roller or other frictionless bearings are allowed.

J) WEIGHT

All cars will be of a race-legal weight of not less than 72 grams. Unrestricted cars must weigh not less than 72 grams.

Cobalt 12 (Restricted/Unrestricted)

All General Technical Rules apply.

A) Motor

See Motor Specification C.

B) Chassis

1. No chassis restrictions; any material may be used.

(Unrestricted)

2. Racer constructed chassis are specifically allowed.

(Unrestricted)

3. Ball bearings allowed.

4. **Restricted class limited to steel chassis only. Minimum**

weight of 52 grams.

Group 27 (Restricted/ Unrestricted)

All General Technical Rules apply.

A) Motor

See Motor Specification B.

B) Chassis

No restrictions

Group 7/ Semi-Pro

All General Technical Rules apply.

- A) **Motor**
See Motor Specification A.
- B) **Chassis**
No restrictions.

UNITED STATES SCALE RACING ASSOCIATION

1/24 and 1/32 Scale Eurosport
All General Technical Rules apply.

- A) **Motor**
See Motor Specification A.
- B) **Chassis**
No restrictions except for the following:
 - 1/32 guide length maximum 4.275
 - 1/24 guide length maximum 5.140.Measurement is to be made from front of guide post to rear of rear axle.

C) Bodies

- 1. Bodies must be commercially available GTP cars seen in actual competition since 1988. This would include 1/24th scale models of cars that are raced in IMSA, GTP, World Sportscar, C, etc. Bodies will be judged legal by race director. Group
- 2. Body must cover entire chassis when viewed from above. Cutting into the top of bodies for motor, gear, tire or guide clearance is allowed. Any cut-outs or openings must be the same as on car. May cut out rear portion of bodies. not actual
- 3. All air control devices built into chassis must be scale appearing in all dimensions and proportions, or the body may be deemed illegal for competition. Alterations or additions to the manufacturer's dimensions are not permitted.
- 4. Must use scale interior painted and mounted in normal position, and covering entire interior. No flat or thingie interiors allowed. Must
use 1/24 scale bodies and interior for 1/2 4 scale, and 1/32 bodies and
driver figures are required for 1/32 scale. All windows must be
clear.(May be tinted)
- 5. No "Ultimate" bodies for 1/32 scale.
- 6. Maximum height of 1/24 scale body is 1 5/8".

D) Gears/ Axles

No restrictions.except 3/32 minimum diameter rear.

E) Tires/ Wheels

- 1. Front tires minimum diameter: 1/32, .500; 1/24. .600.
- 2. Front tires must rotate on their axles.
- 3. Front wheels must be mounted so as to contact the racing surface, as the car is rocked to the side, before grounding on chassis or body. the
- 4. Front tires must be mounted approximately perpendicular to the track.
- 5. Rear tires: 1/32 maximum width .650 ; 1/24 maximum width, .900 . Minimum diameter determined by track clearance.

F) Clearance

1. Clearance will be checked at the beginning of the race with no check at the end of the race. However, if the car is dragging the track during racing, the race director, at his discretion, may check clearance. Any car found to be dragging the track will be repaired during green flag racing conditions. the
2. Clearance for both 1/32 and 1/24 shall be .020 front, .032 rear to rear. This is not recommended for tracks with banking. When racing on banked tracks, a higher clearance (.063) rear and .047 front, should be specified. Minimum clearance will be at the discretion of track owner hosting the race.
3. Gear may not extend below chassis.

1/32 G.T.P.

All General Technical Rules apply.

A) Motor

1. See Motor Specification F.

B) Chassis

1/32 Parma #575 International, Parma #576 Flexi-Womp, and P-S #310 Demon chassis only. No modifications except the racer solder or glue rear oilites in place. May solder motor in place, retain stock location). May solder front axle where it passes chassis. May add lead weight. May add tape to chassis. in motor bracket, but must retain bracket. may (must through May file holes

C) Bodies

See 1/32 Eurosport bodies.

D) Gears/ Axles

Any gear ratio and gears permitted. Steel axles only.

E) Tires/ Wheels

See 1/32 Eurosport specifications.

Trans-Am 10 (Restricted/ Unrestricted) ASPHALT LATE MODEL(OVAL), and Wedge Group 10

All General Technical Rules apply.

A) Motor

1. See Motor Specification J.
2. Track and series option may use Motor Specification I.

B) Chassis

1. Must be a commercially available approved chassis.
2. Must be stamped and formed metal only.
3. May update chassis to RTR specs. May use Lightweight- Replacement Pans, and center sections.
4. May interchange parts from a single manufacture, such as Flexi and Flexi-2 parts, Slotworks long or short pans on Slotworks chassis, JK long or short center sections and heavy light pans on JK chassis, etc. or
5. No modifications except for the following:
 - a. May solder or glue motor, axle oilites, and front wheel retainers.
 - b. May add lead weight and tape to chassis
 - c. May file holes in motor bracket to allow better gear mesh, but must retain a portion of motor bracket.
 1. May use offset oilites.
 - e. May add spacers between pan and center section.

- f. May add a one, (1 inch) long motor brace and an upright brace.
- g. The original manufacturer's plating may be removed in the area to be soldered only.
- h. Pin tubes allowed, lead wire retainer allowed.
- i. May solder on steel guide tongue reinforcement such as Slick 7 but the original tongue may not be removed, modified or moved.

C) Bodies

1. Must be commercially available scale Trans-Am cars seen in actual competition since 1995. Included are: Chevrolet Camaro, Corvette, Pontiac Firebird, Ford Mustang, Oldsmobile Cutlass, Monte Carlo, Grand Prix. Bodies will be judged legal by race director. See attached body list.
2. Minimum roof height is 1 1/2" measured from the tech block to center of roof. Does not include roof ribs.
3. Rear of body may not be cut out. 1/2" from tech block to bumper.
4. Body must set level on chassis.
5. Bodies may not be moved forward or backward on the chassis. Tires must be located in the proper positions. Front wheel wells must be left clear (may not be cut out). Full wheel/ tire must be visible when viewed from side.
6. Body must cover entire chassis when viewed from above. Cutting into the top of bodies for motor, gear, tire or guide clearance is not allowed. Any cut outs or openings must be the same as on actual car. No air control devices permitted. Maximum rear spoiler height is 3/8 "(cord length), to be measured from rear deck to the top of the spoiler. Spoilers are thin pieces of metal. Manufacturers are encouraged to keep spoiler base to minimum required to release from mold.
7. Must use Parma #808 Interior or similar 1/24 scale interior painted and mounted in normal position, and covering entire interior. No flat or thingie Interiors allowed. All windows must be clear. Flat, folded driver figure not permitted.
8. Rear bumper may not be cut out. Front bumper must have minimum 1/4" high". Rear bumper may be no higher than ?? from tech block to body.

D) Gears

Any gear ratio, 48 or 64 pitch gear permitted. May solder pinion.

E) Axles/ Tires/ Wheels

Front axles minimum diameter .047 ", front wheel minimum diameter 5/8 ". May solder front retainers to front axle. May solder front axle where it passes through chassis, Front axles may be bent. Any front tire allowed. Any size, type, black rear tire may be used; must have .063" clearance. May use drill blank axles front and rear. Axles must be steel. No hollow or other lightweight axles.

1. Spec tires may be specified.

GT-16
(Restrict
d./
Unrestrict
ed) Dirt

All General Technical Rules apply.

- A) **Motor**
See Motor Specification H. Optional Motor: "K"
- B) **Chassis**
See Trans-Am 10.
- C) **Bodies**
1. Must be commercially available scale G.T.-1 cars seen in actual competition since 1995.
2. See approved body list.
3. Rear of body may not be cut out. 1/2"
4. Body must set level on chassis.
5. Bodies may not be moved forward or backward on the chassis.
Tires must be located in proper positions. Front wheel-wells must be left clear. (May not be cut-out).
6. Body must cover entire chassis when viewed from above. is not allowed. Any cut outs or openings must be the same as on actual car.
7. Must use Parma #808 interior, or similar 1/24 scale interior, painted in normal position, and covering entire interior. No flat thingie interiors permitted. All windows must be clear. or
8. Bodies shall be cut on manufacturer cut lines.
- D) **Gears**
Any gear ratio, 48 or 64 pitch is allowed and any gears may be used. May solder pinion to motor.
- E) **Axles/ Tires/ Wheels**
Minimum diameter .047" front axle, 3/32 rear axles are allowed. May use piano wire or drill blank and may be soldered to the chassis. No hollow or other light weight axles. Front wheels and tires may rotate independently and must be minimum diameter of .600"(16mm or 5/8"). Front wheels should touch and roll in the corners in order to prevent any portion of the chassis making contact with the running surface of the track. Black rear tires only; minimum diameter .750", maximum width .810". Front axles may be bent.

GTP-12

All General Technical Rules apply.

- A) **Motor**
See Motor Specification D. Motor Option "K"
- B) **Chassis**
Any commercially available chassis that retails for \$35.00 or less in assembled form may be used. All parts must be in stock location. Any chassis sold as kits must also be commercially available in an assembled form. Kits must be assembled in a manner identical to the assembled chassis.
1. May add lead weight.
2. May add a rear motor brace and upright brace
3. No other modifications allowed.
- C) **Bodies**
1. Bodies for GTP class must be commercially available scale GTP cars seen in actual competition since 1988. This would include 1/24th scale models of cars that are raced in IMSA, GTP, World

Sportscar, Group C, etc. Bodies will be judged legal by race director.

2. Body must cover entire chassis when viewed from above. Cutting into the top of bodies for motor, gear, tire or guide clearance allowed. Any cut outs or openings must be the same as on actual car. May cut out rear portion of bodies. is not

3. All air control devices built into bodies must be scale appearing in all dimensions and positions, or the body may be deemed illegal for competition. Alterations or additions to the manufacturers' dimensions are not permitted.

4. Must use Parma #808 Interior or similar 1/24 scale interior painted and mounted in normal position, and covering entire interior. flat or thingle interiors allowed. All windows must be clear. No

5. Maximum height of body is 1 5/8".

6. Ultimate-style bodies permitted.

7. Body must set level on chassis.

8. Tires must be located in proper positions. Wheel wells must be left clear.

D) Gears/ Axles

No restrictions except - No hollow or other light weight axles. 3/32 rear. Asp and GTR may replace front sxle mounts with piano wire.

E) Tires/ Wheels

1. Black rear tires only; minimum diameter .750 ", maximum width .810".

2. Front tires must rotate on their axles, and must be minimum diameter of .600 or 5/8".

3. Front wheels must be mounted so as to contact the racing surface, as the car is rocked to the side, before grounding on chassis or body. the

4. Front tires must be mounted approximately perpendicular to the track; axles may be adjusted to allow this.

NASCAR Winston Cup (Restricted/ Unrestricted) Road Course or Oval

All General Technical Rules apply.

A) Motor

See Motor Specification F. Motor Option "K"

B) Chassis

1. Must be commercially available, made only of stamped and formed metal material, have a wheelbase of 4 1/2", and must be approved for competition.

2. If using extenders must use original manufacturers' extenders on the chassis they were designed for. May solder extender to chassis. May remove front wings for extender/ front wheel clearance only.

3. The ONLY modifications permitted are as follows:

a. May solder or glue oilites in place.

b. May solder motor in place.

c. May add lead weight to chassis

d. May modify motor bracket for motor installation, but must retain bracket.

e. May add tape to chassis.

f. Racers may interchange lightweight replacement pans and center sections from the same manufacturer.

g. May add spacers between pan and center section.

- h. May add a one,(1") long motor brace and an upright brace.
- i. The original manufacturers plating may be removed in the area to be soldered only.
- j. Pin tubes allowed, lead wire retainer may be added.
- k. A steel guide tongue reinforcement may be used, but the original guide tongue may not be removed, modified, or moved.

- c. Bracing allowed.
- 4. No ball bearings. May use offset oilites.

C) Bodies

- 1. Bodies must be 1/24th scale, 4 1/2" wheelbase stock car bodies that are commercially available and approved for USSCA competition.
- 2. Bodies must be fully painted and all window areas left clear.
- 3. Body must have full Stock Car interior (Parma #809 or similar) properly painted, and installed in the correct position, and completely covering interior.
- 4. Cars must have a minimum roof height of 1 7/8" measured from tech block. Roof height is to be measured at the center of and does not include roof ribs. Measure height with car on or track. roof,
tech block
- 5. Cars must have front and rear bumpers, at least 1/4" high.
- 6. May not cut out rear of body. 1/2" from tech block to bottom of bumper
- 7. No air control devices allowed. Rear spoiler maximum height is 3/8" (cord length) measured from rear deck to top of spoiler; add lexan to meet this measurement. No other additions alteratios to the manufacturers' dimensions are allowed. may
or
- 8. Bodies must have 3 scale sized number placed on roof and both doors.
- 9. No cutting into top of body or fenders allowed No part of the chassis or tires may be visible when viewed from above.
- 10. May reinforce body with tape and Lexan.
- 11. Body must set level on chassis.
- 12. Bodies may not be moved forward or backward on the chassis. Tires must be located in proper positions. Wheel wells must be out. Full wheel and tire must be visible when viewed from cut
the side.
- 13. Bodies will be judged legal by the race director.
- 14. Bodies thickness shall be .007 minimum and interior thickness shall be .007 minimum and MUST be available thru normal distributor/track channels.

D) Gears

Any gear ratio and gears permitted. May solder pinion on motor.

E) Axles/ Tires

- 1. Minimum Axle diameter Front 3/32", Rear 3/32". Drill blank axles allowed.
- 2. Tires front and rear must be composed of black foam rubber only. No dyed tires allowed. May add nail polish to fronts.
- 3. Front and rear minimum tire diameter 13/16"(.800") . Minimum front tire width .400". Maximum rear tire width .810".
- 4. Independent rotating fronts allowed.

5. Solid, one piece front axles only, no stubbies. Front axles may be soldered solid, but front wheels must rotate. Steel axles only. No hollow or other lightweight axles.

NASTRUCK (Restricted/ Unrestricted) Road Course or OVAL
All General Technical Rules apply.

A) Motor

1. See Motor Specification "J"
2. Track and series option "I", "K"

B) Chassis

See NASCAR Winston Cup.

C) Bodies

1. Parma Truck bodies only.
2. Remainder of body specifications are the same as NASCAR

Winston Cup.

D) Gears

Same specifications as NASCAR Winston Cup.

E) Axles/ Tires

Same specifications as NASCAR Winston Cup.

F) Clearance

Same specifications as NASCAR Winston Cup.

Indy Cars (Restricted/ Unrestricted) Road Course or OVAL
All General Technical Rules apply.

A) Motor

See Motor Specification E or F. Option "K"

B) Chassis

1. Must be commercially available, made of spring or stamped metal material, no modified Eurosport chassis' permitted.
2. Stamped steel chassis may be braced in any manner.
3. Rear motor brace and upright wire wing brace may be added.
4. Pin tubes and lead wire retainer may be added.
5. May add lead weight.
6. A steel guide tongue reinforcement may be used, however, the original guide tongue may not be removed, modified or altered.
7. No ball bearings.

C) Bodies

1. Any USSCA approved commercially available 4" Indy car body may be used.
2. Nose cone of body must cover the guide.
3. Front and rear body wings must remain stock. Wings may not be modified, or repositioned.
4. Must have a detailed 1/24 scale driver figure positioned properly in cockpit area. No flat or thingie style drivers permitted.

D) Gears

Any gear ratio and gears permitted.

E) Axles/ Tires

1. Minimum Axle Diameter: Front - .047"; Rear - 3/32". Drill blank axles permitted.
2. Front tires must be a minimum of .600 (5/8") and must be a minimum of 3/8" width.
3. .750 minimum rear tire diameter.

MOTOR LIST

A) Open Group 7

B) Group 27

C) Cobalt12

D) Group 12 C can

E) Super Wasp C can

F) Group 11

G) Group 11-unbalanced

H) Super 16d

I) 16d Group 10

J) 16d- unbalanced

K) Playfit Cheetah

NATIONAL OVAL SLOT CAR RACING ASSOCIATION

1/32 LEGENDS

All General Technical Rules apply.

A) Motor

See Motor Specification I.

B) Chassis

1. Any USSCA approved commercially available stamped steel in-line chassis with a minimum wheelbase of 3" is permitted.
2. No holes may be drilled in chassis.
3. No bracing or chassis modifications permitted.

C) Bodies

1. Only USSCA approved commercially available pre-WWII coupe and coach bodies may be used.
2. Minimum height is 1 3/4" measured from tech block to center of roof.
3. Cars must have front and rear bumpers.
4. Rear of body may not be cut out.
5. Body must set level on chassis.
6. Body may not be moved forward or backward on chassis. Tires must be located in proper positions.
7. Front and rear wheel wells must be cut out. Complete tire and wheel must be visible when viewed from side.
8. No cutting into top of body or fenders permitted.
9. Must have scale interior, with properly painted scale driver figure. Must be installed in correct position, so as to cover chassis.

D) Gears

Any gear ratio; 48 pitch plastic crown gears only.

E) Axles/ tires

1. 1/8" steel axles
2. Tires: Front: Minimum 3/4" diameter black foam .500 minimum width Rear: Minimum .790 diameter

F) Max Width

3 1/8"

1/32 Sprint Cars

All General Technical Rules apply.

A) Motor

1. See Motor Specification J.
2. Track and series option may use Motor Specification K.

B) Chassis

1. Parma #572/ #573 Womp, Champion Thumper #401, Wise One, Road Toad and Sprints Plus #1050 main frames only. NO scratch built frames may be used. Parma and Champion frames must be narrowed to 1" minimum or 1 1/16" maximum in the center section. NO offset frames allowed. A front axle tube may be added for strength. Stock air hole in chassis may be enlarged to 9/16". In addition; 1/8" hole may be drilled in front of the end bell for oiling purposes. No other holes may be drilled in chassis.

2. Roll Cages

All cars must have a six (6) point roll cage. All cages must be mounted to tubing receptacles. Cages may not be soldered directly to frame. Cage must be constructed of 1/16" tubing, rod or wire. All cages must have second set of rear down tubes located behind main cage supports. Tubes must be angled toward rear of frame. Front down tubes (Gambler style) are optional. Minimum cage height must measure a minimum of 1 5/8" at the rear of cage and 1 1/2" at the front. All measurements are taken from the bottom of the frame to the underside of front and rear cage bars.

3. Nerf Bars

All cars must have front, rear and side nerf bars. Nerf bars must resemble that of a real sprint car. All nerf bars must be constructed of 3/64" material and must be soldered to frame. Side and rear nerf bars must be of a double bar design. Front nerf bar (bumper) must be of a single bar design. Nerf bars may not extend past tires on either side.

C) Bodies

All bodies must be of a one (1) piece design and must resemble a "traditional" sprint car. No homemade bodies or scratch built bodies. Bodies manufactured by Sprints Plus, Rhino and Hack Chassis Co. are recommended. Bodies may not be cut down. Front body section must measure a min. of 3/8" from the hood line to belly pan/ chassis. The front nose of the body must extend over the front axle. Bodies must have a full tail section. Tail must be level with the bottom of the chassis. No holes may be placed in the body for cooling purposes or air escape. The engine compartment area of the body must be painted black. Detailed (painted or three dimensional) headers and exhaust pipes are required on the engine compartment. The cockpit area around the driver's arms and steering wheel must be painted black.

D) Wings

All cars must have a top and front wing. Wings must be constructed of .010" min. Lexan and/ or polycarbonate material.

1. TOP WINGS

Main Panel	2" min., 2 3/8" max. width 2" min., 2 1/2" max. length
Left Sideboard	1 1/4" min., 1 3/8" max. height 2" min., 2 1/2" max. length
Right Sideboard	3/4" front, 1 1/8 max. rear height 2" min., 2 1/2" max. length

Top wings must be attached to mandatory high wing mounts which

must be located at the front and rear of the cage. Wing mounts must be constructed of 3/64" or 1/16" material bent into upside down "U" shapes. Minimum clearance for the rear wing mount is 1/2" measured from the tip of the cage to the top of the wing mount. The height of the front wing mount will be determined by maintaining a minimum 1/2" distance between the top of body hood and the underside of the top wing main pane. Top wing must be securely mounted in a fixed position (screws are recommended). No slider or movable wings extend beyond the rear tires, or past the center of the front axle. Top wing may be offset a maximum of 1/4" to the left side. There must be a 1/2" minimum clearance between the right sideboard and the right rear tire. Sideboards may have a 3/32" maximum "L" lip. Main panel may have a 1/8" gurney flap on rear edge. Sideboards may be staggered. All wings must resemble those used by a rear sprint car. Sideboards must be positioned to resemble an actual sprint car wing.

2. FRONT WINGS

MAIN PANEL: 1 1/2" max. width 3/4" max. length,
SIDEBOARD: 1/4" max. width 7/8" max. length,

All cars must have a front wing. Front wing must be mounted to a front wing mount. Wings may not be mounted directly to the body. Rear edge of the front wing may not extend beyond the rear of the front tires and the front edge may not extend past the front bumper. Wings must be securely fastened in a fixed position (screws are recommended). No "slider" or movable front wings permitted.

E) **Axles**

Any 1/8" solid, metallic axles permitted in front and rear.

F) **Tires**

FRONT 1 1/16" minimum diameter minimum and minimum width 1/4". Tires must have a flat surface. No "O" ring tires.

REAR Minimum diameter is .790. Foam ear plugs and/ or plastic HO tires may be used to simulate wheel covers.

G) **Gears**

Any gear ratio permitted. 48 pitch plastic gears only.

H) **Max. Width**

3 1/8"

1/32 MODIFIEDS

All General Technical Rules apply.

A) **Motor**

1. See Motor Specification J.

2. Track and series option may use Motor Specification I. Or "K"

B) **Chassis**

1. Any USSCA approved, commercially available brass, stamped or spring steel in-line

chassis with a minimum wheelbase of 3" is permitted.

2. A 9/16" cooling hole may be drilled in chassis. An additional 1/4" hole may be added to permit oiling of front motor bearing. No other holes permitted in chassis.

3. Chassis may be braced in any manner.

4. Nerf Bars

All cars must have front, side and rear Nerf bars resembling those of an actual modified car. All Nerf bars must be constructed of 3/64" (.047) material.

FRONT BAR May be either a single or double bar design. Minimum width - 1", Max. Width. 1 1/2". Bar may extend horizontally to just past the guide flag.

SIDE BAR May be a single bar design. Tubing may be slipped over body clips to simulate bars.

REAR BARS Must be a double bar design. Rear bars must be a minimum of 1 1/2" to a maximum of 2 1/4" in width.

C) Bodies

1. ASPHALT

Legal asphalt style modified bodies include: Booth Machine #1092, Cavalier #1093, Tempo and Rhino #304 Cobra. Bodies may not be altered. Front, side and rear windows must remain clear. Rear end may not be cut out. Rear bumper must be left intact. Nose of body must extend over the front axle. Driver interior must cover chassis. Cars may have a 1/4" maximum spoiler on the rear deck (measured from the deck). No front or roof wings are permitted.

2. D.I.R.T. MODIFIED

DIRT Modified bodies may be scratch built or constructed using a number of different USSCA commercially produced bodies. Body dimensions are as follows: Main body section must measure 3 1/2" minimum to 4" maximum in length. 2 1/4" wide and must be a minimum of 1 9/16" in height (measured from the tech block to the middle of roof). The roof must be a minimum of 1 3/8" in length and 1 3/4" in width. There must be a 5/8" minimum distance between the center of the front axle to the leading edge of the main body section. Cars must have an inside deck panel or interior that runs the entire length of the main body section. Front hood must extend over the front axle. Driver/ cockpit area must be located in a realistic position in relation to the body. A commercially produced modified hood/ cockpit, or a reworked sprint car hood is recommended. Scratch built hoods are also permitted, but must resemble an actual modified. There must be a 1/4" windows may be clear plastic or cut out. Rear end may be open. Cars may have a 1/4" maximum spoiler on the rear of the inner deck panel and a 1/8" maximum spoiler on the rear of the roof. No front or roof wings permitted.

D) Axles

Only 1/8" solid, metallic axles are permitted in the front and rear.

E) Tires

FRONT Min. 3/4" diameter foam tires only. .400 min. width

REAR Min. diameter is .790. right rear tire must be equal to or larger than the left rear tire.

- F) **Gears**
Any ratio permitted. 48 pitch plastic gears only.
- G) **Maximum Width**
3 1/8"

**ASPHALT LATE MODEL -Same as Trans AM 10, with body change.
All General Technical Rules apply.**

.C) Bodies

1. See approved list for bodies.

DIRT LATE MODEL Same as GT-16 except for bodies.

All General Technical Rules apply.

- A) **Motor**
See Motor Specification H.
- B) **Chassis**
See Asphalt Late Model.

- C) **Body**
 1. Any USSCA approved, commercially available **4 1/2"** dirt late model body may be used. At the present time, approved bodies
NOTE: Bodies **MUST** be mounted to chassis as follows. Scribed front wheel wells must be aligned to allow full view of front tires. Rear of the body must be cut out. Cut a vertical line straight down from the point where the rear spoiler meets the rear deck of the body. Cut around spoiler to opposite side. Minimum 1/2" of body must be retained behind rear wheel wells.
 2. Minimum roof height 1 5/16" measured from tech block to center of roof.
 3. Bodies must have a 1/16" vertical line at the front.
 4. No alterations or additions may be made to the rear spoiler.
 5. Body must set level on chassis.
 6. Body may not be moved back or forward on chassis. Tires must be located in proper positions. Front wheel wells must be left clear (may not be cut out). Complete wheel and tire must be visible when viewed from side.
 7. Must use Parma #809 interior, or similar 1/24 scale interior. Must be painted and mounted in normal position and cover entire interior.

**OUTLAW LATE MODEL
All General Rules apply.**

- A) **Motor**
See Motor Specification D.
- B) **Chassis**
 1. Unlimited
 2. Must have minimum wheelbase of 4".
- C) **Bodies**
 1. Any USSCA approved, commercially available Outlaw style late model body is legal. No group bodies are permitted.
 2. No minimum roof height, however, no cutting into top of body or fenders permitted.
 3. Rear of body may be cut out.
 4. A side wing may be mounted on the **LEFT** side of the car. Wing may run from tip of the front bumper to the tip of the rear bumper. Maximum wing height is 2 1/2" front edge of wing must be rounded and taped.
 5. A 3/4" rear spoiler is permitted.

6. An air deflector is permitted on the right side. Maximum height is 3/4" measured from rear deck.

May not extend beyond the rear of the roof line and the rear deck.

7. Bodies must set level on chassis.

8. Bodies may not be moved forward or backward on chassis. Tires must be located in proper positions. Front wheel wells must be left clear. Front tires must be visible when viewed from side.

9. Must have full stock car interior and driver (Parma #809 or similar). Must be properly painted and installed in correct position to cover chassis.

D) Gears

Any gear ratio, pitch and any style gears permitted. May solder pinion to motor.

E) Axles/ Tires/ Wheels

.047" front axle; 3/32" rear axles. Any type .600 (5/8") front tires. Black rear tires only.

NASCAR Winston Cup (Restricted/ Unrestricted) SEE SCALE RULES

All General Technical Rules apply.

NASTRUCK (Restricted/ Unrestricted)

All General Technical Rules apply.

A) Motor

1. See Motor Specification J.

2. Track and series option may use Motor Specification I.

B) Chassis

See NASCAR Winston Cup.

C) Bodies

1. Bodies must be 1/24 scale, 4 1/2" wheelbase NASCAR Supertruck bodies that are commercially available and approved for competition. USSCA

2. Remainder of body specifications are the same as NASCAR Winston Cup.

D) Gears

Same specifications as NASCAR Winston Cup.

E) Axles/ Tires

Same specifications as NASCAR Winston Cup.

Indy Cars (Restricted/ Unrestricted) SEE Scale Rules

All General Technical Rules apply.

MOTOR DESIGNATIONS: REPEATED FOR YOUR CONVIENIENCE

- (A) Group 7 Open
 - (B) Group 27
 - (C) Cobalt 12
 - (D) C-Can Group 12
- (E) C-Can Super Wasp, Hornet, etc.
- (F) Group 11- Contender, Challenger, Competitor (balanced)
- (G) Group 11- (Unbalanced)
- (H) Super 16-D
- (I) 16-D Group 10
- (J) 16-D Balanced
- (K) Playfit Cheetah

APPROVED BODY LIST:

LEGEND CAR: PARMA:905,919–CHAMPION:201,202,203,204,205,206,207,301
EUROSPORT32:PARMA:842,70540–CHAMPION:229,230–JK:7012,7140,7152–RHINO:330,331,332–
TOYTECH:5039,5040,4041-Outisight:221
Trans-AM 10: PARMA: 950,968,1024,1025,1086.1010–CHAMPION:274,294,297-
JK:7175,7110,7052,7059,7175–RHINO:253,254,261–TOYTECH: 016,017–OUTISIGHT:080,930
Asphalt Late Model: Parma 974,1056,1058,1063,1086,1112,1132,1110,1010—Outisight:
032,033,042,047,048
Champion: 278, 281,294-- JK: 70521,7058,7059,70522–DCR: 160–Rhino: 254,256
GT-16: JK:7176,7177,7178,7180,7181, 7182,7183,7184,7185 –OUTISIGHT 081-Parma 1019
Dirt Late Model: PARMA: 1000–JK:6243,6244,6245–DCR:380–Toytech 5055
GTP-12&EUROSPORT 24: Ultimate Bodies approved for 1999 ½ .
PARMA:70506,70519,70521,70522,70523,70505–JK:7014U,7070U–OUTISIGHT:060,062,062U,
TOYTECH:009,0096,0097–CAMEN:5105.10,
Winston Cup 4 ½": PARMA: 1129, 1049– OUTISIGHT: 076,077,078–CHAMPION:257,258,259,260
NASTRUCK 4 ½": PARMA: 1121,1122,1123,1124
Indy Car: PARMA:1117–JK: 6069,6097,6098,6099,6100,6101,7004,7005,7006,6104,6105
Dirt Modified:Toytech 5104–J&M Bodies-VeachBodies- Home Made Permitted approval as
submitted.