# Scalextric 2018 Vintage “Trans-Am” North America Finals Rules

**RELEASE NOTES:**
04/10/18 – Official Release

**DATE/TIME**:
National Event: 6/16/18
Regional Events: Click on the "Recent/Current Sanctioned Remote Events" menu option on top of this page.

Any shops, clubs or slot car organizations interested in holding a regional event contact Robert Holt by phone (908-397-7886) or e-mail (holtr371@yahoo.com)

**ELIGIBLE DRIVERS:**
The top 4 finishers in each Scalextric 2018 Vintage “Trans-Am” regional event held across N. America not previously qualified are eligible to complete in the N. America Championship race. All drivers that qualify and plan on attending the “National Event” should take note that the following rules will be utilized and enforced. Modifications to these rules for “Regional Events” such as the use of different tires or other specific parts and/or rules are permitted with advanced notification given by the race director for the event.

**ELIGIBLE CARS**:
Only the following Scalextric Vintage Trans-am cars are permitted – ’69-’73 Camaro/’71 Javelin/’69-‘71 Mustang/’67 Mercury Cougar/’70 Dodge Challenger – inline and sidewinders. See the attached cars/parts list for the approved car releases, kits, and parts. Kits must be complete with all parts that are supplied with the kit, excepting those changes permitted below. As they are introduced, newly released cars will be reviewed and added to the above list if eligible. See pictures below for eligible car examples:


Scalextric 1969 Camaro


Scalextric 1970 Camaro


Scalextric 1971 Javelin


Scalextric 1970 Mustang


Scalextric 1969 Mustang


Scalextric 1970 Challenger


Scalextric 1967 Cougar



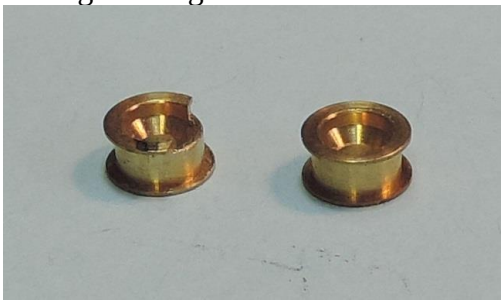
**GENERAL:**

Any modifications or parts not specifically addressed in the series rules or are not listed in the approved cars/parts list are not legal and will not be permitted. If the rules stated on this page do not indicate a part or tuning method IS allowed, it is NOT allowed. Any modifications that are made and/or tuning techniques used are made at the racer’s own risk. Any variations to these rules must be approved in advance by GTSLOTS. All rules are subject to change.

**THE BODY**:
Bodies may not be modified, lightened, have parts removed, or cut in any way - including wheel wells, body posts, body/chassis locator points, interiors, etc. EXCEPTIONS: Sharp edges, burrs, mold flashing, rear bearing and motor bearing support posts (mounted to the interior), and the body clearance locations for the exhaust pipes may be slightly trimmed and/or sanded to permit clearance for the proper seating of the body onto the chassis and to allow for body float. Any of the body locator points on the body may be sanded such to open up the gap to allow for body float. No more than .010” of material should be removed where applicable. If a standard credit card can be passed in the gap between the body and chassis, the sanding has exceeded tolerance and the car may fail inspection. Front spoilers may be trimmed for a minimum clearance of .040” to the track. (Note: if the front spoiler assembly is loose to the chassis and the body screws are run loose, it is suggested that the spoiler be glued in place to the chassis to prevent it from dropping and dragging on the track.) All cars including kits must start each race with any and all front and rear spoilers/wings, bumpers, exhaust pipes, and air scoops in place as provided with the car. Mirrors and headlight covers may be missing, but should be replaced when possible. Bodies can be custom painted; however, they must have proper numbers on the hood and both sides as is prototypical and look like the race cars of the era represented. Bodies must be attached by any and all screws locations provided by the factory, any manufacturer’s screws may be used, and shims are permitted to adjust chassis/body tweak and height. All cars must use complete and unmodified interior w/driver figure. Interior must attach with any and all screws as designed by the factory. If body screws are run loose, tape must be placed over the holes in bottom of chassis. All windows must remain transparent as is prototypical.

**CHASSIS:**
NO TRACTION MAGNETS. Only Scalextric stock and/or direct replacement chassis permitted. Slight sanding of the edges of the chassis, including sharp edges, burrs, and interference points are permitted only to allow for the necessary clearance for the proper seating of the body on to the chassis and to allow for body float. Body/chassis locator tabs may not be removed. No more than .010” of material should be removed where applicable. If a standard credit card can be passed in the gap between the body and the chassis, the sanding has exceeded tolerance and the car may fail inspection. Modifications to front or rear axle mounts is prohibited. Cars must start each race with any and all exhaust pipes in place as provided with the car.

**AXLES\BUSHINGS\WHEELS\TIRES:**
Scalextric and/or any other manufacture’s 3/32” axles and bushings (no ball bearings) are permitted. Bushings may be glued in place – no lowering. Axle shims are permitted to reduce side play in the axle assemblies. Note: the rear bushings on sidewinder configured cars may require the removal (or notching) of the bearing flange where it comes into contact with the motor can and/or endbell and will be permitted for the proper seating and alignment of the motor in the chassis assembly. See picture below:



Only Stock Scalextric, C.B. Design, Slot.it, or Sideways 15.8/15.9mm by 8.2mm plastic, aluminum, or magnesium wheels utilizing stock or Slot.it front type tires are permitted on the front of the car. Only C.B. Design, Slot.it, or Sideways 15.8/15.9/16.5/16.9mm by 8.2mm aluminum or magnesium wheels are permitted on the rear of the car. Stock plastic wheels may be lightly sanded for the purposes of truing. Wheels may be painted. CA (Super) glue may be used to repair loose or attach plastic wheels. Front tires (stock or Slot.it) may be both glued and trued. Wheels are not required to utilize inserts, however inserts representative of the correct type for the period (usually “minilite” or “5-spoke”) are permitted.

Approved rear tires:
“Quick Slicks” #CB33, #CB34, or #CB35 silicon tires (Note: the minimum diameter of the rear wheel/tire combination may not be smaller than .795”). All rear tires to be supplied by race host (Regional) or GTSLOTS (Regional and National) on race day unless otherwise noted. Wheels and tires should fit within wheel wells when possible, but may not exceed past the body at the wheel wells by more than .020” (0.5mm) at any wheel. No chemicals may be used on the tires. Regional hosts can determine tires to be used for their regional race. (Note: “hand out” rear tire selection subject to change due to product availability.)

Tire/Wheel size chart:

| | 15.8 x 8.2 | 15.9 x 8.2 | 16.5 x 8.2 | 16.9 x 8.2 |
|---|---|---|---|---|
| CB33 - | n/a (.355”x.766”) | n/a (.355”x.771”) | n/a (.350”x.790”) | .345”x.803” |
| CB34 - | n/a (.360”x.787”) | n/a (.360”x.792”) | .355”x.808” | .350”x.822” |
| CB35 - | 360”x.806” | 360”x.811” | .355”x.828” | .350”x.840” |

**GEARING**:
ONLY the Slot.it and Sideways 12 tooth 6.5 mm pinion and the Slot.it 34/36/38 tooth (ratios – 2.83/3.00/3.17) 19 mm sidewinder spur gears for sidewinder configured cars, and the Slot.it 9 tooth 5.5 mm pinion and the 25/26/27/28 tooth (ratios – 2.78/2.89/3.00/3.11) inline crown gears for inline configured cars are permitted. Driver may apply grease to the gears.

**GUIDE BLADES/BRAID/ELECTRICAL:**
Scalextric stock, Slot.it, or Sideways guides may be used. Any screw type or long shaft Slot.it guide may be used with a minimum amount of removal of sharp edges and burrs to allow for proper operation. If a Slot.it guide is substituted for the stock Scalextric guide then the following is permitted otherwise no other modifications to the chassis are allowed in the guide area:

Old style guide (w/spring return):

Shims will be permitted to locate the guide at the proper depth in the track slot along with additional shims to center the guide shaft in the guide support to allow for proper operation. The guide spring, spring retainer, and associated screws may be removed.

New style guide (w/removable braid plate):

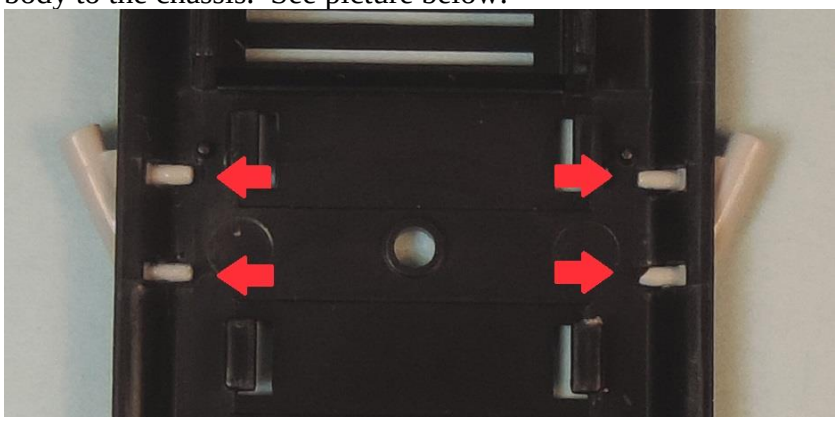
Shims will be permitted to locate the guide at the proper depth in the track slot along with additional shims to center the guide shaft in the guide support to allow for proper operation.

Any manufactures’ braid and lead wire may be used and must be attached to the guide blade through the use of any manufactures’ eyelets or the M2 grub screw method. (Note: the lead wires may be soldered directly to the eyelets only and may not be glued or soldered to the braid). Wires may be held in place and supported on the chassis using tape, heat shrink tubing, and/or silicone adhesive.

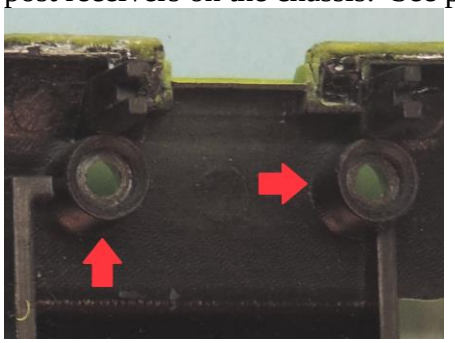
**CAR SPECIFIC ALLOWED MODIFICATIONS:**
In order to foster competition and create parity between the different models of Scalextric Trans-Am cars, the following approved modifications are being permitted on a car by car basis (Note: all modifications should be made in a clean and professional manner and not deter from the proper “look” of the car). Any such modifications are made at the racer’s own risk:

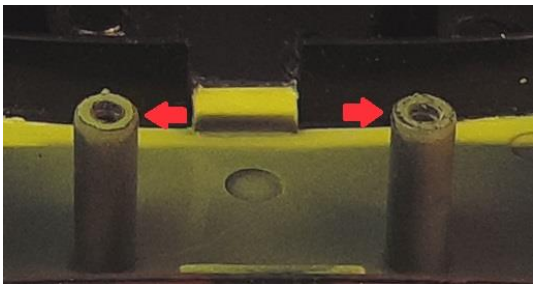
**General (all cars):**

- It is permitted to swap the “non-DPR” type chassis and the “DPR” type chassis on those car types that are available with either chassis as long as no other modifications than those permitted in these rules are made.
- The DPR receptacle assembly may be removed from the DPR module plate.
- Body float is permissible, however only through the modifications and setup techniques as permitted in these rules.
- The side exhaust pipe mounting pins may be trimmed to allow for the proper seating of the body to the chassis. See picture below:



- The body post receivers on the chassis may be chamfered using a countersink or a drill bit to allow for the free movement of the body posts. In addition, the ends of the body posts may also be slightly tapered to also allow for their free movement in the body posts in the body post receivers on the chassis. See pictures below:

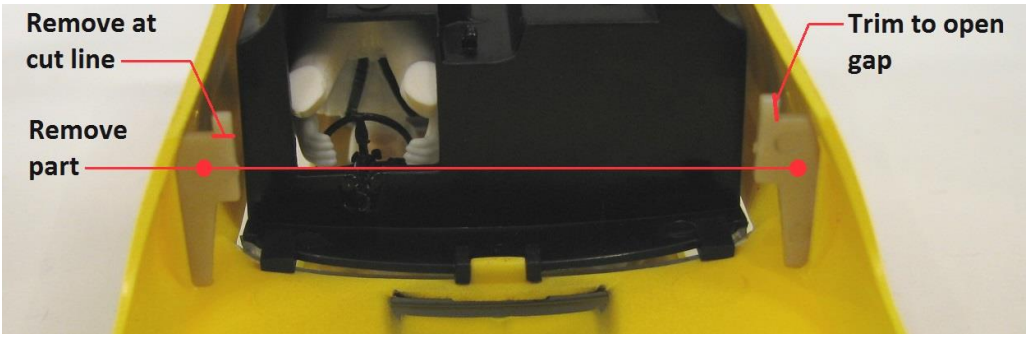




**Camaro (’69 – non-DPR chassis):** none required at this time

**Camaro (’69 – DPR chassis):**

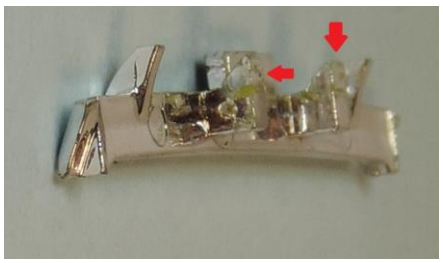
- At least one car has been supplied with body/chassis locator points on the body and may be trimmed such to open up the gap, the locator points may be removed, or the parts may be removed from the body to allow for body float. See picture below:

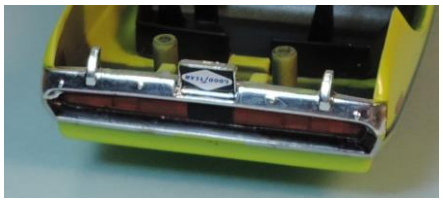


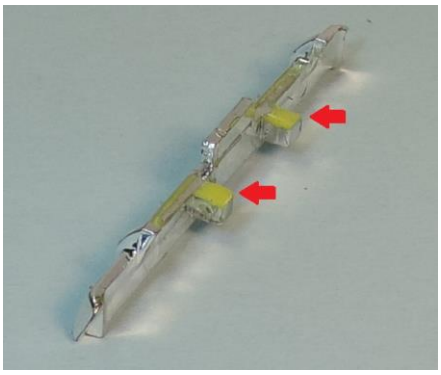

**Camaro (’70-’73):** none required at this time

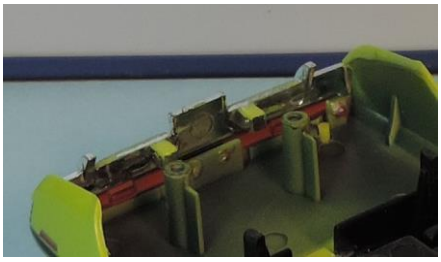
**Challenger (’70):**

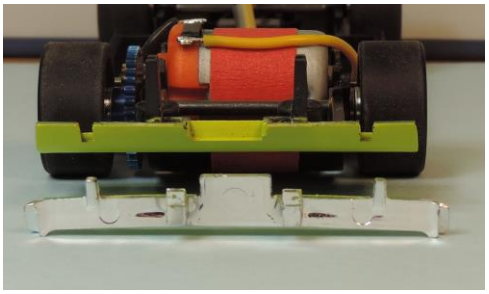
- The rear bumper may be removed from the chassis and attached to the body. (Note: care should be taken when removing the rear bumper from the chassis as the full and complete bumper must be firmly attached to the body and be present at the start of the race. The two tapered posts that protrude from the bumper and are used to locate and attach the bumper to the chassis may be trimmed so as to not interfere with body float. In addition, several areas of close fit between the bumper and the chassis will require minor sanding to allow free float. Other structures or posts on the body or chassis may NOT be removed.) See pictures below:





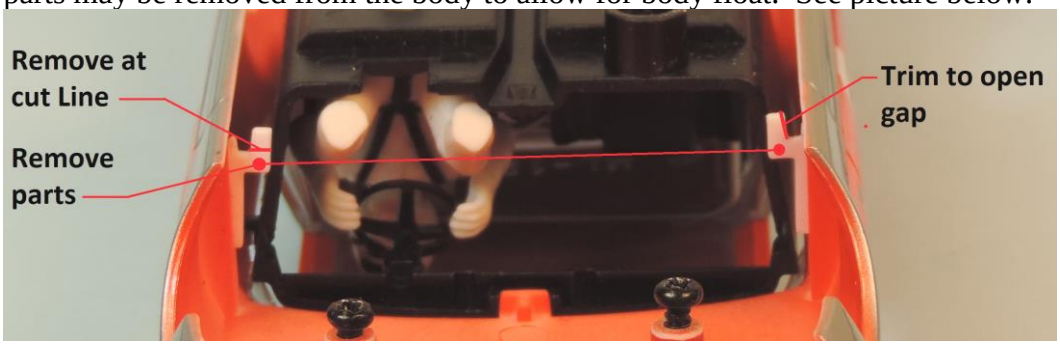






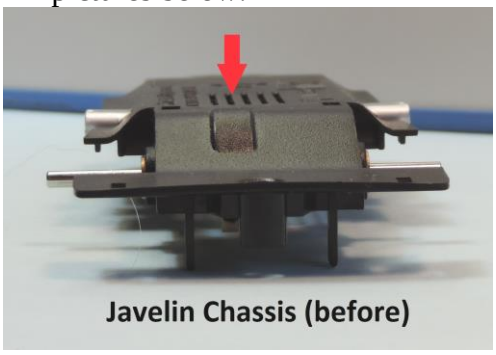
**Cougar (’70):**

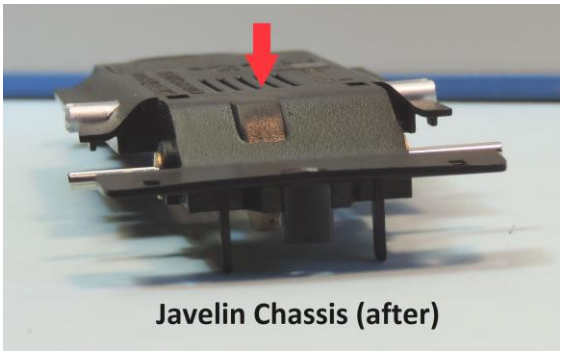
- At least one car has been supplied with body/chassis locator points on the body and may be trimmed such to open up the gap, the locator points may be removed, or the parts may be removed from the body to allow for body float. See picture below:



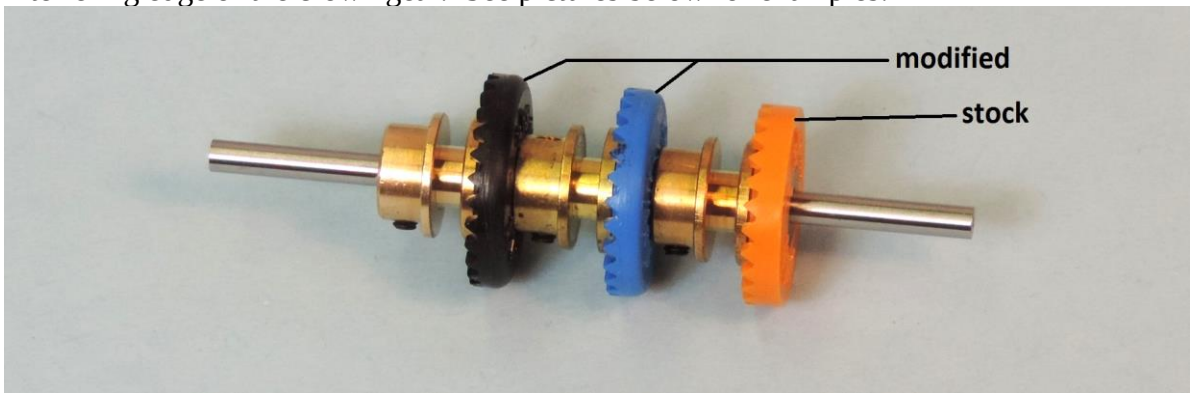

**Javelin (’71):**

- The gear “hump” may be sanded flush to the bottom of the chassis surface. See pictures below:

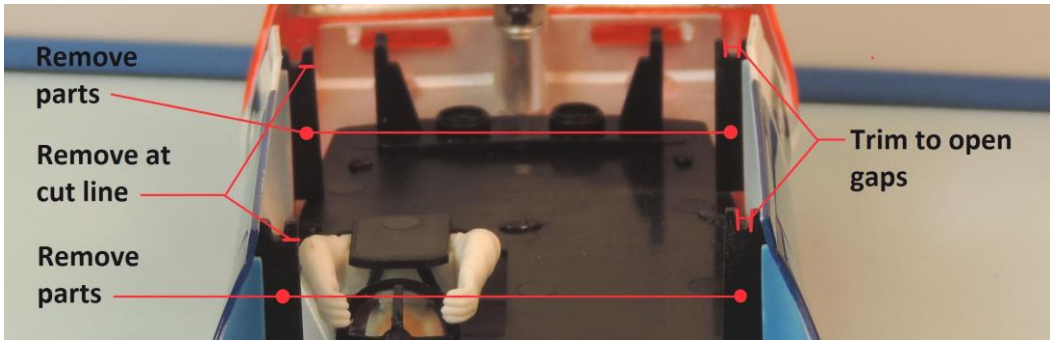



- Interference has been found between the inline crown gear and the relief pocket molded into the chassis of the Javelin. As such, it is permitted to chamfer the interfering edge of the crown gear. See pictures below for examples:




- At least one car has been supplied with body/chassis locator points on the body and may be trimmed such to open up the gap, the locator points may be removed, or the parts may be removed from the body to allow for body float. See picture below:

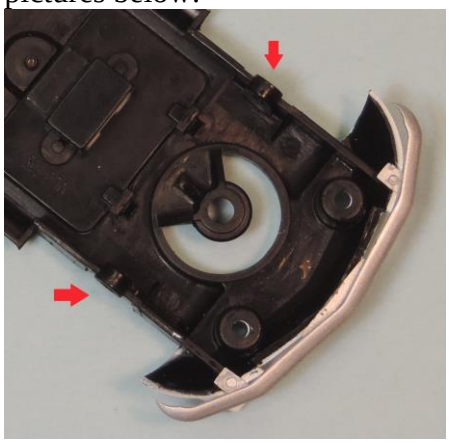


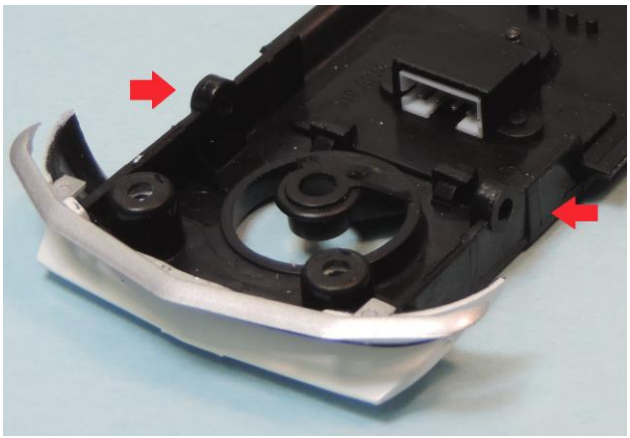

**Mustang (’69-’71 – non-DPR chassis):**

- Note: if a DPR chassis is used, the front bumper will need to be removed from either the body or the chassis as only one front bumper is required.
- The same modifications for the DPR chassis Mustang (’69-’71) as shown below are permitted.

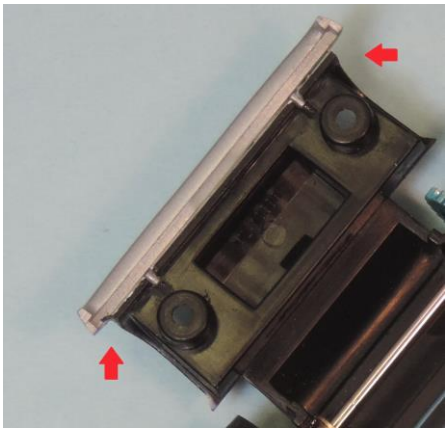
**Mustang (’69-’71 – DPR chassis):**

- Note: if a non-DPR chassis is used, a front bumper will need to be installed either on the body or the chassis.
- The front wheel axle supports may be trimmed flush to the sides of the chassis to allow the front wheels to be moved closer to under the body (reduced front track). See pictures below:





- On the rear portion of the chassis in front of the rear bumper where the chassis notches (locks) in to the body, the angled portions of the chassis just in front of the ends of the rear bumper that lock the chassis to the body may be trimmed straight up and down to allow the chassis to drop into the body. See pictures below:



- The rear wheels and tires may not exceed past the body at the wheel wells by more than .050” (1.25mm) at any wheel. Spacers may be added between the chassis and the body at the rear body posts to allow the rear wheels to spin freely. A gap of .020” (.5mm) should be maintained between the surface of the tire and the wheel well fender for proper operation. If your car was originally setup using one of the larger diameter wheel/tire combinations and you switch to a smaller diameter wheel tire combination, spacers should be removed to adjust the gap between the surface of the tire and the wheel back to a gap of .020” (.5mm). See pictures below :


**MOTOR:**

Regional Events:

Motors provided by the race host or racers themselves (GTSLOTS black and/or white endbell short can also known as the Piranha 21.5k – rated 21.5k @12volts) using the appropriate Slot.it 12 tooth or 9 tooth pinion. It is suggested that the motors of the top 5 finishers be tested at the conclusion of the event to confirm legality with the results (if tested) provided to GTSLOTS along with the event race results. (NOTE: Contact GTSLOT technical contacts shown below for additional information on the testing of motors.)

Nationals:

Only the provided handout (GTSLOTS black and/or white endbell short can also known as the Piranha 21.5k – rated 21.5k @12volts) motor is legal for the National event and will be supplied by GTSLOTS. Motors will be pre-tested and marked with an ID code; racers will provide their own pinion gears (12 or 9 tooth); trim the motor shafts as required; and will be responsible for the proper soldering of the lead wires to the motor tabs without overheating the tabs and causing damage to the motor. No chemicals (example: Voo Doo drops, etc.) shall be added to the motors. For the sole purpose to hold the motor in place, motors may ONLY be attached in place in the motor pod or chassis by using a single piece of tape supplied by the racer. Holes may be cut out of the tape to allow for cooling over the motor vent holes. Racers would receive their handout motor at a predetermined time at the event, have the opportunity to

test/practice with the handout motor before the start of competition, the option to purchase a replacement motor prior to the start of competition, and keep the motor(s) at the conclusion of the event.

**WEIGHT:**
Weight may be added to the inside of the chassis if desired. Added weight may not be utilized to alter or limit the function or movement of the front or rear axle assemblies. NO weight may be attached to the underside of the chassis.

**LIGHTING (Optional):**
Not required. Original Scalextric lighting that came with the car may be retained.

**TRACK VOLTAGE:**
Suggested 12 volts (Note: track power will be set at 12 volts for the N. America finals and the GTSLOTS regional races)

**RACE PROCEDURES:** (as to be used at the N. America finals and GTSLOTS regional events):
- All participating race cars will be inspected to ensure rule compliance. A few test laps (the number to be determined by the race organizer) will be allowed prior to the final inspection.
- It is the responsibility of each participant to make sure that the front spoiler, chassis, and spur gear of their car has sufficient clearance to the track and pickup rail surface so as not to rub under race conditions and will be inspected for such clearance.
- Loose parts, wheel inserts, etc. may be attached and/or repaired using any type of available glue.
- Cars will be impounded after the inspection process and drivers cannot touch their cars unless done under “green flag” race conditions under the observation of a race official.
- Any controller is permitted, provided that the controller does not store an electrical charge.
- The race director for the event (the race organizer holding the event) will have the final determination if any questions or conflicts arise.
- Drivers and/or their authorized representatives may repair broken or damaged cars (IE: damaged braids, broken wires, loose gears and/or wheels, lose or missing screws, etc.) during “green flag” conditions, only under the view of a race official assigned by the race director, repairs must be properly performed to meet all posted rules, and parts may not be torn or broken off the car where screws are used to retain the parts (IE: the front spoiler, etc.) to perform the repair.
- For any clarification of the race procedures being used at the National Championship please contact:

Robert Holt by phone (908-397-7886) or e-mail (holtr371@yahoo.com)
Bob Kuss by phone (610-996-0595) or e-mail (lotus74s6@verizon.net)

# Scalextric 2018 Vintage “Trans-Am” Approved Parts List:

Scalextric Parts Lists:

Approved Cars:

C2399 – ’69 Camaro #6
C2399A – ’69 Camaro #6
C2399B – ’69 Camaro #6
C2400 – ‘69 Camaro #9
C2400A – ’69 Camaro #9
C2401 – ’69 Mustang #15
C2401A – ’69 Mustang #15
C2402 – ’69 Mustang #16
C2402A – ’69 Mustang #16
C2413 – ’69 Camaro #7
C2436 – ’70 Mustang #15
C2436A – ’70 Mustang #15
C2437 – ’70 Mustang #16
C2437A – ’70 Mustang #16
C2450 – ’69 Mustang (white kit)
C2451 – ’69 Camaro (white kit)
C2508 – ’69 Camaro #76
C2573 – ’69 Camaro (red street car)
C2574 – ’70 Mustang (yellow street car)
C2576 – ’69 Mustang #1
C2577 – ’69 Camaro #72
C2654 – ’69 Camaro #40
C2656 – ’69 Mustang #70
C2696 – ’69 Camaro #76
C2739 – ’70 Mustang #3
C2740 – ’69 Camaro #74
C2759 – ’69 Camaro #31
C2760 – ’70 Mustang #61
C2775 – ’70 Mustang #9
C2796 – ’69 Camaro #78
C2797 – ’70 Mustang #78
C2890 – ’70 Mustang #83
C2891 – ’69 Camaro “88
C2896 – ’70 Camaro #1 – (DPR)
C2975 – ’69 Camaro #1
C2976 – ’70 Mustang (blue street car)
C3001 – ’70 Camaro #13 – (DPR)
C3002 – ’70 Mustang #33
C3005 – ’69 Camaro #19
C3065 – ’70 Camaro #33 – (DPR)
C3106 – ’70 Camaro #86 – (DPR)
C3107 – ’70 Mustang #38
C3108 – ’69 Camaro #78
C3219 – ’72 Camaro #48 – (DPR)
C3221 – ’69 Camaro #7 – (DPR)
C3230 – ’69 Mustang #11
C3314 – ’69 Camaro #51
C3316 – ’70 Camaro #46 – (DPR)
C3318 – ’70 Mustang #25
C3418 – ’67 Cougar #98 – (DPR)
C3419 – ’70 Challenger #77 – (DPR)
C3424 – ’69 Mustang #45
C3430 – ’69 Camaro #87
C3431 – ’70 Camaro #3 – (DPR)
C3532 – ’69 Camaro #23 – (DPR)
C3534 – ’72 Camaro #5 – (DPR)
C3536 – ’67 Cougar #14 – (DPR)
C3538 – ’70 Mustang #82 – (DPR)
C3539 – ’70 Mustang #2 – (DPR)
C3579 – ’69 Mustang (kit) – (DPR)
C3611 – ’69 Camaro #2 – (DPR)
C3612 – ’70 Camaro #1 – (DPR)
C3613 – ’70 Mustang #41 – (DPR)
C3614 – ’67 Cougar #41 – (DPR)
C3650 – ’69 Camaro #6 – (DPR)
C3651 – ’70 Mustang #15 – (DPR)
C3671 – ’70 Mustang #18 – (DPR)
C3724 – ’69 Camaro #64 – (DPR)
C3725 – ’70 Camaro #79 – (DPR)
C3728 – ’70 Mustang #18 – (DPR)
C3729 – ’67 Cougar #79 – (DPR)
C3731 – ’71 Javelin - #6 – (DPR)
C3874 – ’69 Camaro #42 – (DPR)
C3875 – ’71 Javelin - #1 – (DPR)
C3876 – ’71 Javelin - #63 – (DPR)

Chassis (Scalextric only):

Any replacement chassis for the appropriate car shown on the Scalextric Service Sheets for the cars shown on the approved car list above is approved.

Spare Parts (Accessories Bag) Kits:

Any replacement air intakes, bumpers, exhausts, filler caps, front skirts, mirrors, etc. for the appropriate car shown on the Scalextric Service Sheets for the cars shown on the approved car list above is approved.

Light Kit:

Any replacement LED light assemble for the appropriate car shown on the Scalextric Service Sheets for the cars shown on the approved car list above is approved.

Other manufacture’s approved parts:

Axles & Axle Spacers:

Any manufactures axles are permitted.
Any manufacturer’s spacers are permitted.

Bearings:

Any manufactures bushings are permitted (no ball bearings).

Gears:

#GI25-bz – Slot.it 25 tooth Bronze Inline Crown
#GI25-al – Slot.it 25 tooth Aluminum Inline Crown
#GO25-bz – Slot.it 25 tooth Bronze Offset Inline Crown
#GO25-al – Slot.it 25 tooth Aluminum Offset Inline Crown
#GI26-bz – Slot.it 26 tooth Bronze Inline Crown
#GI26-al – Slot.it 26 tooth Aluminum Inline Crown
#GO26-bz – Slot.it 26 tooth Bronze Offset Inline Crown
#GO26-al – Slot.it 26 tooth Aluminum Offset Inline Crown
#GI27-bz – Slot.it 27 tooth Bronze Inline Crown
#GI27-al – Slot.it 27 tooth Aluminum Inline Crown
#GO27-bz – Slot.it 27 tooth Bronze Offset Inline Crown
#GO27-al – Slot.it 27 tooth Aluminum Offset Inline Crown
#GI28-bz – Slot.it 28 tooth Bronze Inline Crown
#GI28-al – Slot.it 28 tooth Aluminum Inline Crown
#GO28-bz – Slot.it 28 tooth Bronze Offset Inline Crown
#GO28-al – Slot.it 28 tooth Aluminum Offset Inline Crown
#GS1934 – Slot.it 34 tooth Ergal light 19mm Sidewinder Spur Gear
#GS1936 – Slot.it 36 tooth Ergal light 19mm Sidewinder Spur Gear
#GS1938 – Slot.it 38 tooth Ergal light 19mm Sidewinder Spur Gear
#PI09 – Slot.it 9 tooth 5.5mm pinion (for inline cars)
#PS12 – Slot.it 12 tooth 6.5mm pinion (for sidewinder cars)
#SWPN/12T65 – Sideways Extralight 12 tooth 6.5mm pinion (for sideways cars)

Guide Blades, braid, and wire:

#CH06 – Slot.it long shaft pickup
#CH07 – Slot.it screw mount pickup for wooden track
#CH10 – Slot.it universal screw mount pickup
#CH85 – Slot.it universal screw mount racing pickup
#SWPU/02b – Sideways Pickup Universal Screw
#SWPU/03b – Sideways Pickup for Wood Track
Any manufacturer’s braid and wire are permitted.

Any manufacturer’s eyelets are permitted.
Any manufacturer’s guide spacers are permitted.

Motor:

GTSlots 21.5k motor (Piranha 21.5k) – black or white endbell

Screws and set screws:

Any manufacturer’s screws and set screws are permitted.

Tires:

Front:

#PT07 – Slot.it 10x18mm Z0 Rubber Tires
#PT15 – Slot.it 10x16.5mm Z0 Rubber Tire
#PT19 – Slot.it 8x14.2mm Z1 Rubber Tire
#PT20 – Slot.it 8x16.1mm Rubber Tire
#PT1088C1 – Slot.it 8x16.1mm C1 Rubber Tire (replacement for #PT20)
#PT1159C1 – Slot.it 9.5x17.2mm C1 Rubber Tire
#PT1214S2 – Slot.it 8.4x14.6mm S2 Silicone Tire

Rear:

#CB33 – Quick Slicks Silicone Tires
#CB34 – Quick Slicks Silicone Tires
#CB35 – Quick Slicks Silicone Tires

Wheels:

#CBD0010 – C.B. Design 15x8mm 5-Spoke Racing Wheels (silver)
#CBD0150 – C.B. Design 15x8mm 5-Spoke Classic Wheels (black)
#CBD0165 – C.B. Design 15x8mm 5-Spoke Classic Wheels (silver)
#CBD0435 – C.B. Design 15x8mm Classic Steel Wheels (black)
#CBD0450 – C.B. Design 15x8mm Classic Steel Wheels (silver)
#CBD0750 – C.B. Design 15x8mm F1/Modified Style Wheels (black)
#CBD0755 – C.B. Design 15x8mm F1/Modified Style Wheels (silver)
#CBD0800 – C.B. Design 15x8mm LMP Wheels (black)
#CBD0810 – C.B. Design 15x8mm LMP Wheels (silver)
#CBD1050 – C.B. Design 15x8mm Insert Wheels (silver)
#CBD1400 – C.B. Design 15x8mm Stock Car Wheels (black)
#CBD1410 – C.B. Design 15x8mm Stock Car Wheels (silver)

(Note: the above part numbers for wheels have been confirmed as being currently available. There are additional wheels that may and/or may have been available at one time, in the correct size, types, and additional colors, that are also permitted.)

#SWW/159x82-AL – Sideways 15.9 x 8.2mm aluminum rim
#SWW/159x82-MG – Sideways 15.9 x 8.2mm magnesium rim
#SWW/165x82-AL – Sideways 16.5 x 8.2mm aluminum rim
#SWW/165x82-MG – Sideways 16.5 x 8.2mm magnesium rim
#SWW/169x82-AL – Sideways 16.9 x 8.2mm aluminum rim
#SWW/169x82-MG – Sideways 16.9 x 8.2mm magnesium rim
#W15808215A – Slot.it 15.8 x 8.2 x 1.5mm Aluminum wheel (ex PA24-Al)
#W15808215AF – Slot.it 15.8 x 8.2 x 1.5mm Aluminum wheel double shoulder (ex PA24-Alf)
#W15808215AH – Slot.it 15.8 x 8.2 x 1.5mm Aluminum wheel double shoulder (ex PA24-Alh)
#W15808215M – Slot.it 15.8 x 8.2 x 1.5mm Magnesium wheel (ex WH1183-Mg)

#W15808215P – Slot.it 15.8 x 8.2 x 1.5mm Plastic wheel (ex WH1210-Pl)
#W15808225A – Slot.it 15.8 x 8.2 x 2.5mm Aluminum wheel (ex WH1050-Al)
#W15808225M – Slot.it 15.8 x 8.2 x 2.5mm Magnesium wheel (ex PA17-Mg)
#W15808225P – Slot.it 15.8 x 8.2 x 2.5mm Plastic wheel (ex PA17-Pl)
#W16508215A – Slot.it 16.5 x 8.2 x 1.5mm Aluminum wheel (ex PA43-Als)
#W16508215M – Slot.it 16.5 x 8.2 x 1.5mm Magnesium wheel (ex WH1185-Mg)
#W16908215M – Slot.it 16.9 x 8.2 x 1.5mm Magnesium wheel (ex WH1288-Mg)