

Scalextric 2016 Vintage "Trans-Am" NORTH AMERICA NATIONAL RULES

RELEASE NOTES:

02/15/16 – Official Release

03/17/16 – Minor error fixes/Mustang Modifications

04/25/16 – **General additions/Challenger Modifications**

DATE/TIME:

National Event: TBA

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 2016 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 or rules are permitted with advanced notification given by the race director for the event. ([Click here for a listing of drivers who have qualified for the Scalextric 2016 Vintage Trans-Am National Championship to date.](#))

ELIGIBLE CARS:

Only the following Scalextric Vintage Trans-am cars are permitted – '69-'73 Camaro/'69-'71 Mustang/'67 Mercury Cougar/'70 Dodge Challenger – all sidewinders. 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:

GENERAL:

Any modifications or parts not specifically addressed in the series rules 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 variations to these rules must be approved in advance by GTSLOTS.

THE BODY:

Bodies may not be modified, lightened, or cut in any way - including wheel wells, body posts, interiors, etc. EXCEPTIONS: Sharp edges, burrs, rear bearing and motor bearing support posts (mounted to the interior), and the body clearance locations for the exhaust pipes may be trimmed or sanded only to permit clearance for the proper seating of the body onto the chassis. 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.) Cars must start each race with any and all front and rear spoilers/wings, bumpers, 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 numbers on the hood and both sides as is prototypical. 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. Windows must remain transparent.

CHASSIS:

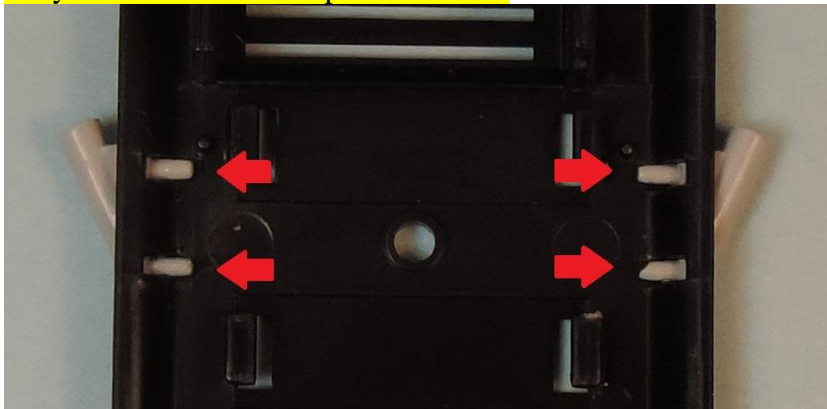
NO TRACTION MAGNETS. Slight sanding of the edges of the chassis, including sharp edges and burrs is permitted only to allow for the necessary clearance for the proper seating of the body on to the chassis. No more than .010" of material should be removed. If a standard credit card can be passed in the 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.

CAR SPECIFIC ALLOWED MODIFICATIONS:

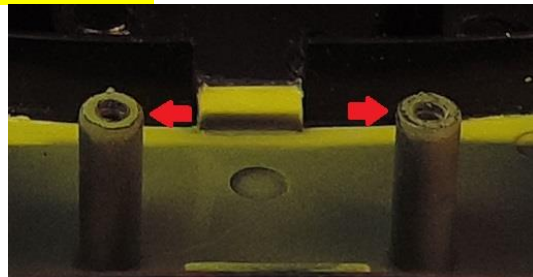
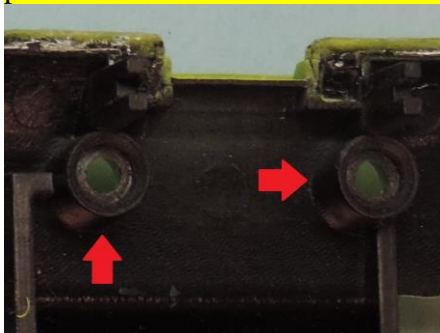
In order to foster competition and create parity between the different models of Scalextric Trans-Am cars, the following approved modifications are being permitted on a car by car basis (Note: all modifications should be made in a clean and professional manner and not deter from the proper "look" of the car):

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 post receivers on the chassis. See pictures below:



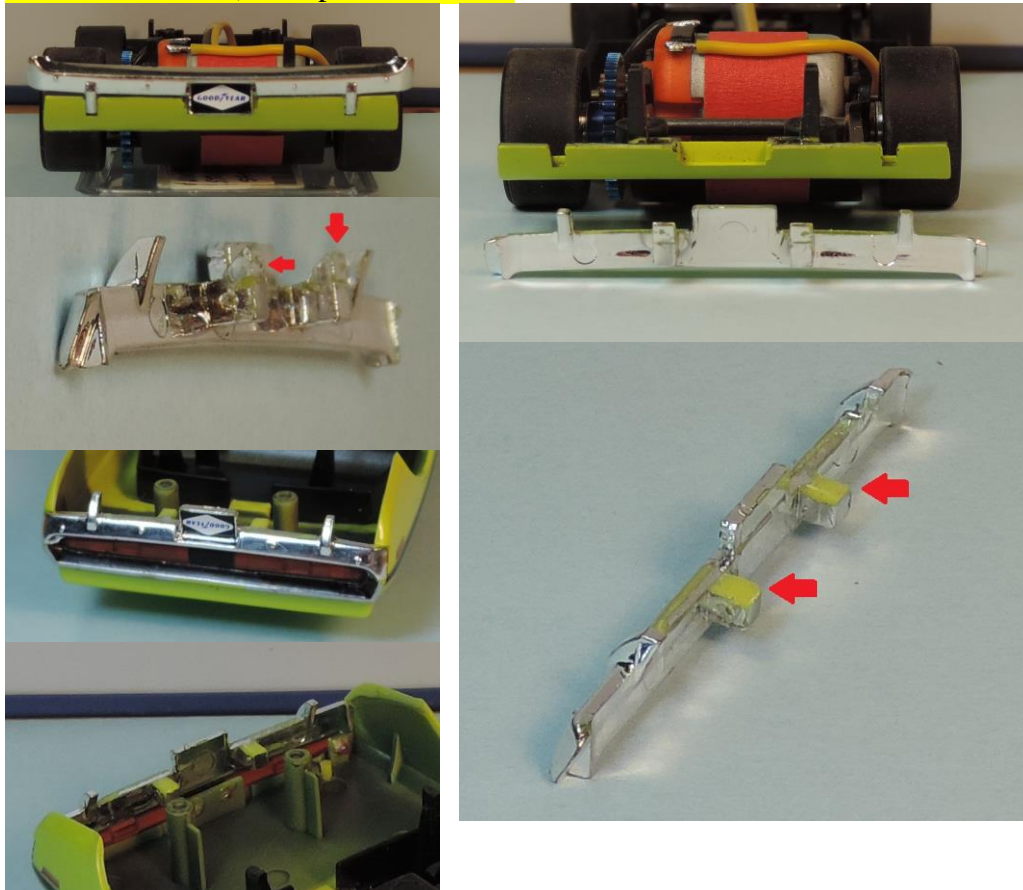
Camaro ('69 – non-DPR chassis): none required at this time

Camaro ('69 – DPR chassis): none required at this time

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:



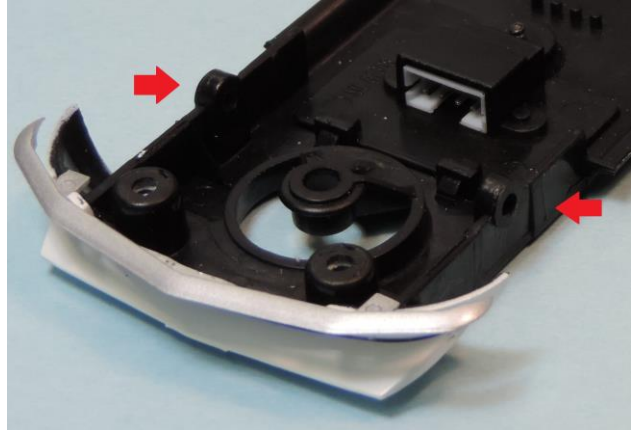
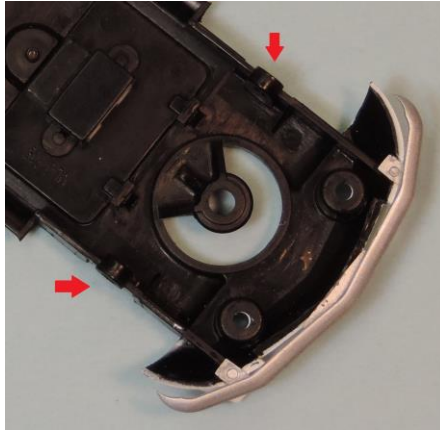
Cougar ('70): none required at this time

Mustang ('69-'71 – non-DPR chassis):

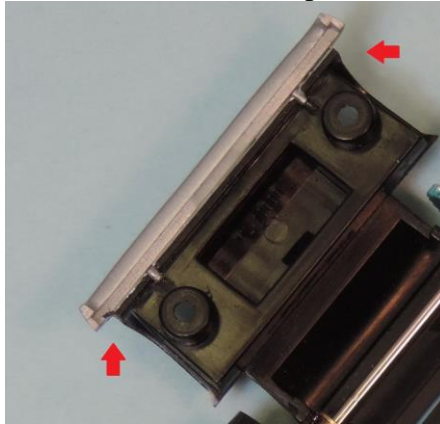
- Note: if a DPR chassis is used, the front bumper will need to be removed from either the body or the chassis as only one front bumper is required.
- The same modifications for the DPR chassis Mustang ('69-'71) as shown below are permitted.

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 :



AXLES\BUSHINGS\WHEELS\TIRES:

Scalextric and/or Slot.it 3/32" axles and bushings are permitted. Stock or Slot.it bushings may be glued in place – no lowering. Axle shims are permitted to reduce side play in the axle assemblies. Note: the rear bushings may require the removal (or notching) of the bearing flange where it comes into contact with the motor can and will be permitted for the proper seating and alignment of the motor in the chassis assembly.

Stock Scalextric or Slot.It 15.8mm by 8.2mm plastic, aluminum, or magnesium wheels and tires are permitted on the front of the car; and Slot.It 15.8/16.5/17.3mm 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. Slot.It wheels are not require 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" # CB32, #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	16.5 x 8.2	17.3 x 8.2
CB32	n/a (.360"x.746")	n/a (.360"x.771")	.360"x.799"
CB33	n/a (.360"x.766")	n/a (.360"x.791")	.360"x.819"
CB34	n/a (.360"x.785")	.360"x.810"	.360"x.835"
CB35	.360"x.805"	.360"x.830"	.360"x.844"

GEARING:

ONLY the Slot.it 12 tooth 6.5 mm pinion and the 34/36/38 tooth (ratios – 2.83/3.00/3.17) 19 mm sidewinder spur gears are permitted. Driver may apply grease to the gears.

GUIDE BLADES/BRAID/ELECTRICAL:

Scalextric stock or Slot.It 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, must be attached to the guide blade through the use of any manufactures' eyelets or the M2 grub screw method, and may not be glued or soldered to the eyelets or braid. Wires may be held in place and supported using tape, heat shrink tubing, and/or silicone adhesive.

MOTOR:

Regional Events (2 options available):

Option 1 – Handout motors (GTSLOTS black endbell short can also known as the Piranha 21.5k – rated 21.5k @12volts) who's price would be included in the race entry fee would be available for purchase from GTSLOTS (contact Rich at GTSLOTS or technical contacts shown below for pricing and availability) to the race host prior to the race date. Motors will be pre-tested and marked with an ID code (a report form can be supplied including motor test data); racers will provide their own pinion gears (Slot.it 12 tooth, 6.5mm); 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 chassis by using a single piece of tape supplied by the race host. 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.

Option 2 – Motors provided by the race host or racers themselves using the appropriate Slot.it 12 tooth, 6.5mm 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 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 (Slot.it 12 tooth, 6.5mm); 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 chassis by using a single piece of tape supplied by the race host. 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.

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.
- 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, loose 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)