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**NORTH LONDON 1/32 SCALE RETRO RACING RULES**

**NORTH LONDON  
1/32 RETRO  
RACE MEETING**

**29th May 2004**

**Classes to be raced;-  
Pre '61 Grand Prix / Indy 500  
Pre '71 Saloon**

## NLSME 1/32 Retro slot car regulations 2004 (version 2)

A not-too-serious chance to race 1/32 slot cars built to evoke that golden age of slot car racing, the 1960's. In deference to the forces of metrication all dimensional limits are given in millimetres. Where dimensions were previously in inches, the conversion has been made so that existing legal cars remain legal.

### General (apply to all 1/32 classes):

1. No vacuum-formed bodies.
2. Tyres; No sponge or silicone rubber tyres. Tyre width limits are now overall, not tread on the road as previously.
3. Wheelbase dimension +/- 2mm of scale prototype.
4. Motors must have been available in their basic type before the end of 1966. Exceptions are shown below.  
*Clarifications:*
  - 4.1 *Generic 1966 and earlier motors may be modified in respect of rewinding, mixing parts between eligible motors, modern replacement parts where originals are unavailable, limited to endbell, brush gear, bearings, armature, commutator, fixings and fasteners. Magnets such as Mura, Champion, and modern S16D or C can magnets are not permitted.*
  - 4.2 *Unmodified Falcon, TSRF and Mabuchi S size motors will be accepted.*
  - 4.3 *Modern 16D motors may be used but NOT S16D magnets. Be aware S16D magnets are supplied in some 16D motors.*
  - 4.4 *Organisers may offer separate races and awards for cars with modern type motors.*
  - 4.5 *MRRC and Johnson 111 and 222 based motors are accepted as versions of generic 13UO and 16D types*
5. Maximum distance from straight line between front wheel centres and front of part of guide in the slot 29mm.
6. Any standard commercially available model of a prototype will be eligible for the class, but will still be subject to rules 1 and 2.
7. No 'flexi-board' or similar modern type chassis.

### Specific class rules:

#### Class 1: Pre-1934 GP

Pre-1934 Grand Prix cars  
Inline motor orientation only  
Front Wheels and Tyres: Minimum diameter 19mm, minimum width 4mm.  
Rear Wheels and Tyres: Minimum diameter 23mm, maximum width 7mm.  
Overall car width 56mm maximum.

#### Class 2: Pre-1961 GP/Indy 500

Open wheel pre-1961 Grand Prix and Indy 500 cars  
Inline motor orientation only  
Front Wheels and Tyres: Minimum diameter 18mm, minimum width 4 mm.  
Rear Wheels and Tyres: Minimum diameter 20mm, maximum width 9 mm.  
Overall car width 56 mm maximum.

#### Class 3: 1961 – 1965 Formula One

1961 –1965 Formula One cars  
Inline motor orientation only  
Front Wheels and Tyres: Minimum diameter 16mm, minimum width 4 mm.  
Rear Wheels and Tyres: Minimum diameter 19mm, maximum width 10 mm.  
Overall car width 54 mm maximum.

#### Class 4: 1966 – 1970 Formula One

1966 – 1970 Formula One cars  
Inline motor orientation only  
Front Wheels and Tyres: Minimum diameter 16mm, minimum width 4 mm.  
Rear Wheels and Tyres: Minimum diameter 20mm, maximum width 14mm.  
Overall car width 64 mm maximum.

#### Class 5: Pre-1972 Sports

Open and Closed Sports and GT cars, and small saloon cars, pre 1972.  
a. No more than one hinge may be used in the chassis design.  
*Clarification: A two piece 'rattler' style chassis such as a Eurotoy counts as having one hinge. If you use a chassis design with more hinges, you must effectively immobilise excess hinges.*  
b. Motors may be oriented in any way.  
Front Wheels and Tyres: Minimum diameter 16mm, minimum width 4mm.  
Rear Wheels and Tyres: Minimum diameter 19mm, maximum width 11mm.  
Overall car width 64mm maximum (*except in the 1950 – 1970 Double 12 format races where the width limit is 57mm*)

#### Class 6: Pre-1971 Saloon

Four seat closed Saloon and closed 2+2 GT cars, pre 1971.  
a. Hinged body mounts are allowed, but not "reverse iso-fulcrum/plumbers".  
b. Inline motor orientation only.  
Front Wheels and Tyres: Minimum diameter 16mm, minimum width 4mm.  
Rear Wheels and Tyres: Minimum diameter 19mm, maximum width 11mm.  
Overall car width 64mm maximum.

### Hints for guidance

#### Just to avoid confusion:

The rules evoke sixties racing – they don't accurately reflect any one period but grew from an initial commitment to (in no particular order): nostalgia, fun, close racing, cheapness, hard bodies, slow motors and, initially, non-sponge tyres. The actual model cars don't have to be old or contain old components. They can be built new from newly-made bits. Some successful Retro cars were built in the period, and many use period bits.

#### If you want to build cars;

Chas Keeling at SCD (01274-682120) holds motors, U brackets and wheels and tyres for retro racing.  
Charlie Fitzpatrick at Betta (01704-229342) makes many suitable fibreglass bodies in his Classic range.  
Tony Condon – All Car Model Equipe (01278 722714) also makes many suitable fibreglass bodies.  
Searching the internet will also reveal other sources of equipment.  
Model shops sometimes carry 1/32 kits for bodies, as well as brass and piano wire  
Some Scalex, Airfix/MRRC, Fly, SCX, Ninco etc cars make suitable donor bodies.

#### For non sponge tyres;

Reasonable grip on modern smooth painted tracks can be obtained using the MRRC tyres (contact MRRC or SCD) or the new "Ortmann" tyre range (contact R/S Slot Racing). Both these ranges of tyres are available in several suitable sizes.

#### If you have old slot cars from when you were young(er);

Even if it doesn't fit one of our classes, come and give it a run. It'll do it and you good, and you may even find a buyer for it, or the spares you need. We won't turn your car away unless it's actively peeling the paint from the track (or too quick)!