

NEW ZEALAND SLOT CAR ASSOCIATION INC.



NZSCA RULE BOOK

2025

Changes to note from 2024 include:

INTRO32 class - new Saloon body

24th Production Classes – provision for FK motors and Turboflex chassis deleted

RTR rule Set – numerous updates and clarifications

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STANDARDS, PROCEDURES AND SPECIFICATIONS

(A) STANDARDS FOR RUNNING NZSCA CHAMPIONSHIP EVENTS

A1. PUBLICATION AND PROGRAMME

1.1 - Each year NZSCA will publish a calendar of scheduled championship events. Detailed information and a programme for each of these events will be sent to all NZSCA Clubs at least eight weeks prior to each event.

A2. COMPETITOR ELIGIBILITY

2.1 - All racers are eligible to compete in NZSCA championship events.

A3. TRACK REQUIREMENTS

3.1 - Any track used for a NZSCA championship event must have a minimum of four lanes, with each lane divided into 100 equal parts (*segments*) and each lane marked separately.

3.2 - The track power supply must be adequate for all classes of cars being raced. Voltage should not drop below 12 volts DC when each lane is drawing 4 amps when measured at the tapes or braid. This is a minimum and it is recommended that voltage not drop below 12 volts when each lane is drawing 10 amps. Track voltage should not exceed 13.2 volts.

3.3 - A computerised race control system is required, which must be able to run the qualifying and racing procedures that are detailed in section B of these rules.

3.4 - If a track has not been previously used for a championship meeting, NZSCA may require the host club to hold an open meeting catering for all classes no less than one month before the championship meeting.

A4. CERTIFICATES TROPHIES AND FEES

4.1 - NZSCA will supply certificates for all National Championship events. NZSCA will provide simple keepsake mementos (like car box stickers or plaques) to all competitors in National Championship events, and small keepsake trophies to all first-time winners of races.

NZSCA will collect race entry fees from all competitors at National Championship events. NZSCA will pay for mementos, first time winner keepsake trophies, trophy engraving costs on the permanent trophies, and other costs as seen fit. Host clubs of National Championship events will receive these entry fees after the event. (*The previous requirement for an annual levy review is waived*)

A5. EVENT OFFICIALS

5.1 - For each NZSCA Championship event the NZSCA Executive will appoint a Chief Steward and a Race Controller.

5.2 - The Chief Steward will manage the running of the meeting in accordance with NZSCA rules. He will appoint the scrutineers, decide on restarts and all other contestable issues, and will apply the rules fairly to all racers. The Chief Steward's decision in all matters is final.

5.3 - The Race Controller will manage the practice periods, keep the race program moving on schedule, run qualifying and lane allocation, control the warm-up periods, control when races start, record laps and segments covered, and cut the track power in response to track calls.

(B) RACE MEETING PROCEDURE

B1. PRACTICE

1.1 - At Championship meetings, the host club will provide the equivalent of a full day of practice time before racing commences. The track opening time for practice must be published to all competitors in the event programme. The track will be closed for general practice once the race program gets underway. Prior to each class or category of racing there will be at least fifteen minutes of practice for that class or category only.

B2. SCRUTINEERING

2.1 - Prior to qualifying, cars will be presented for scrutineering with the body off. Once the body has been attached and scrutineering is completed, the car will be impounded in parc ferme.

2.2 - At the completion of each race, cars will be returned to parc ferme until it is determined if post-race scrutineering is required. This may involve motors being stripped down for inspection. Cars must remain in parc ferme until all placings have been confirmed.

2.3 - Cars may be checked on the start line immediately before each race. A non-compliant car will have to be corrected "on the green light" during racing.

B3. QUALIFYING

3.1 - Qualifying will be run using a computerised race control system. Each car will be placed on the track by the grid marshals prior to qualifying. At the end of their qualifying time, drivers may be asked to drive their car back to a convenient point on the track, where the car can be removed and returned to parc ferme.

3.2 - A driver will have a single run of not less than 1 minute on the designated lane, *(or on a lane of their choice if the race control system permits)*. A driver's best single lap time posted within the qualifying period will determine the qualifying order. A driver's best three lap times will be recorded for qualifying and ties will be broken firstly by the greatest number of equal times a driver records, then by the next best time and so on. If a tie cannot be broken, the drivers involved will each have an additional qualifying run with their fastest lap determining their qualifying position relative to the other driver or drivers who were tied for position.

3.3 - A competitor may qualify only one car in each class that they have entered. A competitor whose car breaks down during qualifying will, at the discretion of the Chief Steward, be given time to make repairs, have the car re-scrutineered, and complete qualifying before racing commences.

B4. FORMAT OF RACES

4.1 - Racing will be run using a computerised race control system. A race will consist of a number of heats equal to the number of lanes, each heat of equal duration, with each competitor running on each of the lanes. Each heat will be a minimum of two minutes duration. Lane rotation will follow normal practice at the host club.

4.2 - All races in all classes or categories are finals. The Chief Steward and the Race Controller determine the make-up of the finals depending on the number of entries in each class or category. Every endeavour will be made to have an equal number of competitors in each final, and when numbers are uneven, the greater number of competitors in the A final.

4.3 - Starting Lane choice for each race is in order of qualifying time, either by the fastest qualifier in each race having first choice of lane, or at the discretion of the Chief Steward, by the lane allocation method prevailing at the host club. Racing in each class or category starts with the slowest group of qualifiers and progresses towards the A final. A competitor's accumulated distance over the all the heats in their race determines their overall finishing position, so a competitor could win a class or category from a B or C final, if they cover the greatest distance.

B5. RACING

5.1 - At the beginning of each race, cars will be placed on the grid by the grid marshals and competitors will have two minutes to warm up. Competitors are responsible for putting the correct lane sticker on their car before the warm up.

5.2 - Starts may be power on or power off starts, controlled by the computerised race control system and the Race Controller. If a power on start is used, in the event of jumped starts the chief steward's decision is final. In the first heat of a race, if less than half the cars are still racing after the first corner, the heat will be restarted, or a track call used when the Chief Steward determines this preferable. The Chief Steward will determine where the first corner ends and rule on any issues arising from this.

5.3 - The interval between heats for lane change will be one minute, with power on directly after the interval. During the lane change interval, competitors must move their controllers to the next lane, and competitors or their mechanics must change lane stickers and move their cars to their next lane, replacing the car at the same relative position on the track.

5.4 - At the end of each race, each car's partial lap position on the track will be recorded and cars will then be returned to parc ferme by the grid marshals. If the nose of a car is across a track distance marker, that distance will apply.

B6. WORKING ON CARS DURING RACING, AND CAR DAMAGE

6.1 - During the warm-up period, a racer or their mechanic may work on their car at the track or in the pits. During a heat a racer or their mechanic may work on their car at the track or in the pits. During a lane change interval, a racer or their mechanic may work on their car at the track or in the pits, but it is up to them to replace their car in the correct relative position on the track and be ready to drive when the power comes on again.

6.2 - If a racer or their mechanic is still working on their car when the track power comes on after a lane change interval, they must take care to replace the car on the track in a position where it will not be a hazard to other cars. (*i.e. on a straight well away from the corner exit*). Causing an accident by replacing a car in an unsafe position may be penalized by the deduction of laps.

6.3 - A car that is dragging, damaged, broken, or appears to no longer comply with the car rules, may be permitted to finish the heat at the discretion of the Chief Steward. Notwithstanding this, the Chief Steward or the Race Controller are permitted to "Black Flag" a car if it is deemed to be at risk of damaging the track or impeding other cars.

B7. TRACK CALLS

7.1 - Track calls may be made in the event of unfair or dangerous situations. These are:

- 'Rider' (*a car in the wrong lane*).
- An 'un-marshalable' car (*e.g. under a bridge, or on the floor*).
- A car that is incapacitated in a track call or dead strip area.
- Track problems including debris in the slot, braid up, lap-counter failure, and power failure.

In any of these events, a racer may call 'track', and the race controller will immediately turn off the power without questioning the call.

7.2 - During a track call, cars may be marshaled but racers may not commence work on their cars. A racer who was already working on their car prior to the track call may continue doing so.

7.3 - At all events the Chief Steward will define the track call areas, and what the protocol around track calls will be for that event at that particular track, and this information will be included in the driver briefings.

7.4 - Decisions about what constitutes a real or spurious track call rest with the Chief Steward and the Race Controller. Repeated spurious calls may be penalized by the deduction of laps.

B8. PROTESTS AND PENALTIES

8.1 - In the event of a protest, a Protest Committee will be convened and chaired by the Chief Steward, and it will include one non-executive representative from each affiliated club present at the race meeting. Protests will only be accepted from competitors racing in the class in question. This committee will deliberate and determine the outcome of the protest. Competitors losing a protest have the right of appeal to the NZSCA Executive Committee.

8.2 - Any protest or appeal should be made to the Chief Steward and must be accompanied by a fee of \$10.00. (The amount of this fee may be reviewed by the NZSCA committee if review is supported by a majority of the committee). The fee is refunded only if the protest or appeal is upheld.

8.3 - The Chief Steward has the right to apply penalties to competitors in the event of bad behaviour, or unsporting conduct. Penalties may also be applied in the event that a car is found to be non-compliant at post-race scrutineering. Penalties may involve the deduction of laps, or disqualification, as deemed appropriate by the Chief Steward. Competitors receiving a penalty have the right of appeal to the Protest Committee.

8.4 - The Chief Steward has the right to determine how best to deal with behavior issues for a particular race meeting. He may form a three-person behavior group to determine on any issues, or determine these matters himself, or with the Race Controller. In the event of bad behavior problems arising, the Chief Steward will apply the following consequences: -

- First instance – issue a verbal warning and a reminder of next consequence.
- Second instance – deduction of five laps from the competitor's current heat. Or if competitor is not currently racing, deduction of five laps from their most recent, or next heat.
- Third instance – the competitor must step outside for a cooling off period until the end of the current heat, and the laps lost as a result are not reinstated. Or if a competitor is not currently racing, step outside to cool off, and deduction of fifteen laps from their most recent, or next heat.

Competitors receiving a penalty have the right of appeal to the Protest Committee.

B9. CONCOURS D'ELEGANCE

9.1 - Each competitor must enter one car from any class that they have entered for the meeting. Any car entered for concours must be qualified and raced in the exact state presented for concours.

9.2 - Judging for Concours d'elegance will be carried out by every competitor, one vote per competitor before the start of the first qualifying of the meeting. Cars will be judged on: Body, Interior, Wheels, Chassis, and Overall appearance.

9.3 - The winner of Concours d'elegance will be the competitor who gains the most votes. In the case of a tie then the competitors that have tied will be voted on again by all competitors until there is a winner.

(C) RULE CHANGE PROCEDURE

C1. SUMMARY

1.1 - There is a three-step process for changing NZSCA rules that govern events, racing procedure and car specifications:

(1) Proposed changes (*Remits*) are voted on by the Member Clubs by digital ballot. (*a digital ballot may be conducted by email or skype or any other digital method, and may be run at any point in the year*)

Remits may be raised and discussed at a General Meeting, but unless the matter is exceptionally pressing, voting will be done by a subsequent digital ballot.

(2) Remits that find support are forwarded to the NZSCA Committee for review to ensure they are clear, not in conflict with other rules or successful remits, and can be implemented successfully.

(3) After consideration by the NZSCA Committee and when approved, rule changes and implementation dates are published on the NZSCA website.

C2. PROCESS

2.1 - The process is intended to ensure there is ample opportunity for clubs who are affected by a proposed rule change to consider, discuss and decide how they want to vote on that proposed change. The preferred process is to have remits circulated in advance by email, so there is time to consider them before voting occurs, and then voted on by digital ballot.

2.2 - When remits are considered at a General Meeting, it is desirable that a change affecting 32nd scale racing would be considered at a 32nd scale meeting, a change affecting 24th scale racing would be considered at a 24th scale meeting, and a change affecting RTR scale racing would be considered at an RTR meeting. However, this is not prescriptive, and is not always possible – so any Remit proposing change may be raised and discussed at any General Meeting.

C3. REMITS

3.1 - Remits should be submitted to the NZSCA Secretary and may be submitted only by member clubs of NZSCA, or by the NZSCA committee. Individuals who are club members should channel ideas and suggestions through their club delegate.

3.2 - Remits should be submitted at least three weeks in advance of a General Meeting or digital ballot so that the Secretary can circulate them, member clubs can assess the merits of proposals, and absent clubs can instruct proxy votes. Notwithstanding the preferred three-week notice period, remits may be raised from the floor at meetings.

C4. VOTING

4.1 - With email voting each financial member club has one vote. Email voting results are compiled by the NZSCA committee and may be made available to member clubs upon request to ensure transparency.

4.2 - At meetings each club present appoints a delegate, and absent clubs may appoint a proxy. At meetings, only those delegates and proxies may vote.

C5. TECHNICAL OFFICERS

5.1 – Technical Officers for metal chassis racing, and for RTR racing are appointed annually at the NZSCA AGM:

- Technical Officers are responsible for the clarity and consistency of the rules.
- They may propose wording and format changes and other improvements to rules.
- They may formulate rules in response to specific issues (*like a parts shortage*) or for specific events.
- They are at all times accountable to the NZSCA Executive and Committee.

C6. IMPLEMENTATION DATES

6.1 - Rule changes will usually become applicable at the commencement of the next calendar year, but when appropriate, a Technical Officer may recommend specific changes become applicable sooner, (*e.g. prior to a forthcoming National Event*).

(D) MOTOR SPECIFICATIONS

D1. 1/24th Brushless Production

The specified 1/24th scale brushless production motor for 2025 and 2026 is the KC Racing R1106 4500kv.

- 1.1 - Shaft** – The shaft on either end of the motor may be shortened, and the shaft may be replaced with another 2mm shaft.
- 1.2 - Retainer** – The circlip retainer that prevents the rotor from drifting out of alignment (in relationship to the stator) may be used or replaced with a spacer between the pinion and the stator ball race.
- 1.3 - Stator** – The original stator must be used; no substitutions are permitted.
- 1.4 - No motor modifications other than those detailed above will be permitted.**

D2. INTRO 32

The specified Intro 32 motor for 2025 and 2026 is the B52 50,000 rpm sealed motor (BB52-50).

- 1A.1 - Shaft** – The shaft on the pinion end of the motor may be shortened to clear the tire.
- 1A.2 - Can** – The can **may not** be notched to clear the rear axle.
- 1A.3 - Seal** – The motor must remain sealed as manufactured.
- 1A.4 - Cooling Devices** – No cooling devices may be attached to the motor or motor shaft.
- 1A.5 - No motor modifications will be permitted. Any evidence of tampering, opening, or internal or external modification will deem the motor ineligible.**

D3. GROUP 12/15

- 3.1 - Set Ups** - Any unmodified commercially available BOW, Cahoza, Camen, Champion (*Force or Xterminator*), Kamen, Kelly, Koford, Mura, Proslot, RJR, TWP, Red Fox or Viper full size 'C' can set up is allowed (*no strap cans*).
- 3.2 - Armature** – Any production tagged Group 12 or Group 15 Armature with a minimum of 50 series wound turns of 29-gauge (AWG) wire may be used. The manufacturer's tag must be attached to the armature and readable at the time of scrutineering. Minimum Armature diameter is 0.500".
- 3.3 - Endbell** – 'C' can endbell only may be used – plastic or aluminum. Endbell hardware, screws, and endbell to can mounting screws may be added or substituted, but the endbell may not be modified in any other way.
- 3.4 - Can** – Can material may not be removed except the can and magnet may be grooved to achieve axle clearance, and plating or paint may be removed to facilitate soldering. No other can modifications are allowed. Can dimensions length 23.5mm, width 21.2mm, height 14.2mm.
- 3.5 - Magnets** – Any full can height, single piece ceramic magnets may be used. No quads or multi segment magnets allowed except Proslot SMQ.
- 3.6 - Brushes and Springs** – Any brushes and springs may be used, and heat sinks, buss bars, shunt wire and spring insulation may be used.
- 3.7 - Bearings** – Oilite type bushings or ball bearings are allowed, and these may be soldered or glued in place.
- 3.8 - Blueprinting** – Can may be straightened, bearing hole centered, magnets honed, & armature spacers used.
- 3.9 - No motor modifications other than those detailed above will be permitted.**

D4. OPEN

- 4.1** - Any open strap or brushless motor may be used. No restrictions on modifications.

1/32nd SCALE

(E) 1/32nd SCALE CLASS AND CHAMPIONSHIP RULES

E1. CLASSES AND CATEGORIES

1.1 - At the 1/32nd scale Nationals, Championship racing will be run for the three classes in the Class 3 Group, and for the three classes in the Class 1 Group, and/or Class 2. In the Class 3 Group, two races will be held for each class.

Class 3 Group (INTRO 32)

Production Saloon	- Genesis chassis and B52-50 Motor
Production Sports (LMP style open sports)	- Genesis chassis and B52-50 Motor
Production GTP (closed sports)	- Genesis chassis and B52-50 Motor

Class 2

Production GP (GP3)	- JK F1 chassis and FK motor
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Class 1 Group:

Group 12 Saloon	- free chassis and Group 12/15 motor
Open Sports/GT	- free chassis and Group 12/15 or Open motor
Open GP (GP1)	- free chassis and Group 12/15 or Open motor

1.2 - Competitors may compete in as many classes as they choose.

E2. CHAMPIONSHIPS

2.1 - Championship points of 50,47,45,44,43,42.....3,2,1 will be awarded to drivers who compete in each class. To gain these points drivers must start the race they have qualified for. Overall results in each class group will be determined by the total points accrued in the races in that class group.

2.2 - When two races are held for each of the classes within a Class Group, half the championship points will be available for each race i.e. 25,23.5,22.5,22,21.5,21 ... 1.5,1,.5
Points from races 1 and 2 will be added together to determine the final race placing.

2.3 - When two races are held for each of the classes within a Class Group, racing will start with the slowest class and progress to the quickest, qualifying will not be repeated for the second race, and the program will be structured to complete both races for a class before moving to the next class - for example:

Class 3 Saloon qualifying 1 minute

Class 3 Saloon race one - 3 minute runs on all lanes, all heats

Class 3 Saloon race two - 3 minute runs on all lanes, all heats, starting lane allocation as finished race one

Class 3 LMP qualifying 1 minute

Class 3 LMP race one - 3 minute runs on all lanes, all heats

Class 3 LMP race two - 3 minute runs on all lanes, all heats, starting lane allocation as finished race one

Class 3 GTP qualifying 1 minute

Class 3 GTP race one - 3 minute runs on all lanes, all heats

Class 3 GTP race two - 3 minute runs on all lanes, all heats, starting lane allocation as finished race one

2.4 - The Class 3 Group will include Championships for Novice, Junior and Intermediate.

- **The Novice Championship** will be open to all Class 3 entrants who are competing in their first Championship meeting
- **The Junior Championship** is open to all Class 3 entrants who are attending primary or intermediate school up to and including year 8.
- **The Intermediate Championship** is open to all Class 3 entrants who are attending secondary school, year 9 and above, and includes any drivers who turn 18 during the year of the championship meeting.

2.5 - The **Graeme Mitchell Memorial Constructors Trophy** will be awarded annually at the 1/32nd Scale Nationals to the racer who achieves the highest standard in construction at the event.

Two judges will be appointed by NZSCA at the event, and the class of car eligible for the trophy will rotate from time to time. For 2025 the eligible class will be Class 3.

Only one car may be entered per competitor, and it must be one that will be raced in that class.

Judging criteria will include: -

- Chassis – soldering, lack of corrosion or rust, cleanliness, condition of lead wires guide braids etc.
- Motor – general tidiness, springs, shunts, soldering, lack of corrosion etc.
- Body – mounting accuracy, level of wing parallel to track, front body height even, etc.
- Race Reliability – did the car finish all heats without major repairs not caused by an accident.

Race placing will not be taken into account.

(F) 1/32nd SCALE CAR SPECIFICATIONS

GENERAL CAR SPECIFICATIONS

(these apply to all classes of cars unless variations are specified in individual class rules)

F1. DIMENSIONS

1.1 - Width - Maximum chassis width is 64mm and car bodies are not to exceed 65mm in width, except for Grand Prix cars where the maximum width is 68mm.

1.2 - Clearance - Minimum clearance is 0.5mm under the chassis below the rear axle and under the gear at the beginning of each race. The gear may not protrude below the chassis.

F2. GUIDE

2.1 - One Guide - Only one guide flag allowed, any commercially available guide flag may be used. No other projections capable of guiding the car are allowed underneath it. Guide flag colour is free, except that on tracks that use optical sensors, and the cars guide blade for lap counting, the guide must be black or made of graphite. It is the racer's responsibility to ensure that the guide blade's colour reliably causes laps to be counted.

2.2 - Spacers, Nut etc. - Guide nut, spacers, clips, lead-wire and earring backs are free.

2.3 - Guide Lead Dimension - The distance from the center of the rear axle to the center of the guide pivot for Sports and Saloon cars is a maximum of 107mm, and for Grand Prix cars is a maximum of 110mm. JK Grand Prix cars and INTRO32 cars must keep the guide lead dimension the same as provided by the manufacturer.

F3. WHEELS AND TYRES

3.1 - Four Visible Wheels - All cars must have a total of four visible wheels when viewed from the two sides when the body is attached in racing position, each wheel to be not less than 12.5mm diameter. Wheels and tires may not protrude beyond the body at the top of the wheel arches by more than 0.5mm at each side.

3.2 - Front Wheels - Where class rules allow, rubber front wheels may be attached to the inside of the body. Front wheels must be within the front wheel arches and in a near vertical position, no more than 15 degrees from vertical.

3.3 - Sticker Fronts - Class One and Two Sports and Saloon cars, and INTRO32 cars may use realistic looking sticker fronts, in lieu of wheels, provided that they are attached to the body in a realistic position and are no less than 12.5mm diameter.

3.4 - Tyre Goop - The use of any tyre goop or glue on the rear tyres is prohibited. (*Spray glue may be applied to the track from time to time as the race organisers see fit*).

F4. BODIES

4.1 - Body Classes:

- **Saloon** - Saloon cars.
- **Grand Prix** - Formula One cars.
- **Sports/GT** - Open or closed cockpit Can Am, Group C, IMSA and GT type sports cars.

4.2 - Paint - Bodies must be fully painted and sufficiently opaque so that no chassis or components can be seen through the body when viewed from above. Windscreens and windows must be left clear. A clear strip may separate the wing from the main body.

4.3 - Interior - All cars must have a non-transparent 3D driver figure, consisting of at least head, shoulders, arms and steering wheel, painted with at least two colours.

4.4 - Numbers - All cars must either have at least two readable numbers of the same numeral and size, or one number so long as it is on the upward facing surface of the body, except Grand Prix cars which need to have only one number.

4.5 - Wheel Arches - Front wheel arches must be clear or cut to at least the horizontal centerline of the front wheels. Trimming for front or rear wheel clearance may not extend into the top surface of the body

4.6 - Cover Chassis - The chassis and guide must be completely covered by the body in at least one unforced position when viewed from above - the only exception to this is front suspension arms and lead wires for Grand Prix cars.

4.7 - Trimming and Cutouts - Body shape is to remain as manufactured except for the necessary cutouts to clear axles and wheels: -

- The front of the body may not be cut so high as to lose the shape and detail of the front.
- Cutting out the rear of the body is permitted on Sports, GT and Grand Prix cars.
- Grand Prix cars may have the vertical body material above the front and rear edges of the side pans cut out, so long as the cutout does not extend into the top surface of the body.
- No other cutouts are allowed except areas normally cut out on full size race cars, (e.g. *air intakes*)

4.8 - Saloon Bodies - The height of the lower edge of the rear bumper may not exceed 10mm when measured with the car on a recessed board. (ie the chassis is in full and flat contact with the board and the rear wheels and guide flag sit in the recesses)

4.9 - Body Mounting - Bodies may be fixed to the chassis by any combination of tape, clips or pin tubes. Where pin tubes are used, they must be located in the existing body fixing chassis holes

4.10 - Body Lists - The Executive Committee of the New Zealand Slot Car Association Inc. will publish a list of eligible, Saloon, Sports/ GT and Grand Prix Bodies each year.

The eligible lists will be compiled in consultation with financial Member Clubs and approved by the NZSCA Committee.

Any bodies that Member Clubs want considered to be added or removed from the approved lists must be submitted in the form of a remit to the NZSCA Committee Secretary.

1/32nd SCALE BODY LIST - 2025

SALOON

Body:	Manufacturer:	Part No:
Subaru Impreza	SS (AB Slot Sport)	
Dodge Daytona	Cat	
Opel Calibra 1996	Betta	
2012 BMW M3 DTM	Betta	

GRAND PRIX

Body:	Manufacturer:	Part No:
2001 McLaren MP4 13	Red Fox	
2005 McLaren MP4 20	Red Fox	
2007 McLaren	Red Fox	#RFSC36C
2007 McLaren F1	Red Fox	#RFSC36CM
2010 McLaren F1 ISRA	Red Fox	RF ISRA F1 12
Red Bull F1	Cat	
F 1 Ferrari	Red Fox	#SC36CF
Mercedes F1	Kolhoza	ISRA 2017-19
RedFox Ferrari F1 HALO	Red Fox	RF F1 ISRA23

Note for Class One Grand Prix, may only use:

Mercedes F1	Kolhoza	KZA0114L (ISRA 2017-19)
RedFox Ferrari F1 HALO	Red Fox	RF F1 ISRA23

SPORTS/GT

Body:	Manufacturer:	Part No:
Intrepid	Parma	#842
1998 Toyota 010 GT1 LM	Betta	
Audi R8	BSP/Cat	
Audi R10	BSP	
Audi R10	Red Fox	
Porsche P917 Cup	BPA	022/2

Note for Class One Sports /GT, (es32) may only use:

The current or new Audi R10 (ISRA 2023)	Red Fox	ISRA 2023
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INTRO 32 Bodies for 2025 and 2026 (note there is a two-year rule freeze in place for INTRO32)

- Saloon Cat Dodge Daytona
- LMP Kolhoza Audi R15 TDI (KZA 656L)
- GTP BPA Porsche P917 Cup (022/2)

Only .007" bodies may be used for INTRO 32

(F) INDIVIDUAL CLASS SPECIFICATIONS

F5A. INTRO32 SALOON, SPORTS, and GT (CLASS 3)

Note: this class has a rule freeze for 2025 & 2026

5A.1 - General Specifications - Must comply with all General Car Specifications F1 – F4 inclusive, or variations below.

5A.2 - Chassis Type – Mack Genesis only – the chassis that is scrutineered for the first race will be marked and that same chassis must be used for all of the remaining races.

5A.3 – Motor Type – B52-50 only, as specified in section D MOTOR SPECIFICATIONS **D3**

5A.4 – Specified Components - the following parts are specified for this class:

- Cahoza Guide – may remove surplus guide-post material from above the retaining nut – otherwise must remain unmodified.
- Cahoza 64 pitch 37tooth 16degree angled spur gear, secured to the axle with a grub screw - must remain unmodified, **except** that the tips of the gear teeth may be ground off to comply with the "gear may not protrude" rule in the general car specifications 1.2
- Straight cut 11 tooth pinion 2mm bore – any brand – may be soldered or bonded to the motor shaft
- Slick 7 rear axle bushings
- JK T206RN (recessed rim on the gear side) rear wheels & tires will be handout at NZSCA Championship events.
- NOTE – At National Events the host club will specify the appropriate gear ratio that must be used.

5A.5 – Unrestricted Parts – Only the following parts are free:

- Guide spacers and guide retaining nut, pickup braid and clips
- Rear axle – must be solid drill blank 3/32" diameter.
- Rear wheels and tires (at non championship events)
- Rear wheel spacers
- Grub screws
- Motor lead wire
- Body retaining pins

5A.6 - Rear Axle Bearings – Must remain in the original manufacturers position, may soldered or bonded in place.

5A.7 - Blueprinting – Chassis sharp edges may be rounded to avoid track damage, but the radius of the rounded edge may not exceed 25% of the chassis thickness. Front horns and other leading edges **must** be sufficiently rounded so as to minimize track damage.

5A.8 – Braces – Only one brace is permitted.

May solder a brace of .039" piano wire across the top of the two rear pillow blocks at the base of the slots provided. Note that the brace diameter must not exceed .039" – the unmodified width of the slots on the pillow blocks.

No other chassis modifications are permitted

5A.9 - Body Mounting – Must use fixed pin tubes located in the original holes of the chassis. **May not** use floating pin tubes.

5A.10 - Motor Mounting – Must secure the motor in the chassis using only the screws supplied with the chassis. Screws may be bonded in place. **May not** solder motor in position. **May not** alter the position of the motor in the chassis from the manufacturers intended position.

5A.11 - Tape and Weight - May apply tape to the underside of the chassis center section and pans only to prevent shorting of the chassis on the track. May add lead weight except that it must not overhang the chassis outline and it must not inhibit the movement of any chassis component. **May not** apply tape to the chassis (topside or underneath) in such a way as to alter or restrict the articulation of the chassis pieces. (The original manufacturers method of joining the chassis pieces together and articulating their movement must be retained).

5A.12 – Clearance – when multiple races are run for classes within the Class 3 Group, race organisers reserve the right to specify a higher starting clearance for the first race than the .5mm specified in rule **F1.2**. For example: .7mm for the first race in the class, and .5mm clearance for the second race in the class.

5A.13 - Bodies – May use only the bodies specified below for the **INTRO32** class.

- Full interior is required - no part of the motor, chassis, gears, or tires shall be visible when viewed from above or through the windscreen or windows - **this is in addition to the General rule 4.3 requiring a 3D driver.**
- Sticker fronts are permitted.
- Bodies must not exceed maximum rear wing heights, when measured with the car on a recessed board.

INTRO32 Bodies for 2025 and 2026 (.007" thick bodies only)

- | | | |
|----------|---------------------------------|----------------------------------|
| • Saloon | Cat Dodge Daytona | maximum rear wing height: 30.5mm |
| • LMP | Kolhoza Audi R15 TDI (KZA 656L) | maximum rear wing height: 32.5mm |
| • GTP | BPA Porsche P917 Cup (022/2) | maximum rear wing height: 33.5mm |

F6. PRODUCTION GRAND PRIX – GP3 (CLASS 2)

6.1 - General Specifications - Must comply with all General Car Specifications F1 – F4 inclusive, or variations below

6.2 - Chassis Type – JK 1/32nd F1 chassis part # C62 (*previously JK25141*) only.

6.3 - Grand Prix Car Dimensions – Maximum overall width is 68mm.

6.4 - Unrestricted Parts – Only the following parts are free:

- Guide flag, guide shims and retaining nut.
- Pickup braid and clips.
- Front wheel retainers.
- Front and rear wheel spacers.
- Rear axle – must be solid drill blank 3/32" diameter.
- Rear wheels and tyres.
- Motor lead wire.
- Gears.

6.5 - Blueprinting – Chassis may be flattened and straightened, wheel towers straightened to ninety degrees, guide tongue leveled, front and rear bearing holes filed out to enable axles to be set level and at ninety degrees to direction of movement, sharp edges rounded to avoid track damage, and chassis assembled to allow pans to move freely.

6.6 - Front and Rear Axle Bearings – Oilites or brass only. These must be soldered in the original holes. The front axle may be soldered to the front uprights.

6.7 - Front Axle – Must have a solid 3/32" diameter front axle. The minimum distance from the top of the front axle to the underside of the chassis is 8.65mm.

6.8 - Front Wheels and Tyres:-

- Must have two front wheels, JK # T109F (*previously JK # 87461PF*), minimum width 6.35mm.
- May be ground down in diameter to allow front ride height adjustment.
- Front wheels may rotate independently.
- Front wheels must support the chassis. The test for this is when placed on a level board with a braid recess that emulates the track braid recess, and when the guide is subjected to light downward pressure to compress braid springiness, both front wheels must touch the board before the front of the chassis touches.

6.9 - Front Wheels Width and Side-Play – The width across the front wheels when extended against the outer axle wheel retainers may not exceed 68mm, and the front wheel side-play may not exceed 0.5mm.

6.10 - Body Mounting – May use fixed pin tubes located in the original holes of the chassis. **May not** use floating pin tubes.

6.11 - Motor Mounting – Must mount the motor in the original manufacturers inline position, fixed to the chassis by screws or soldering or a combination of both.

6.12 - Bracing – May add bracing to support the rear axle uprights and may add bracing from the motor mounting bracket rearward to the axle uprights. May brace the guide tongue only with JK guide tongue brace part # JKGTB.

6.13 - Tape and Weight - May apply tape to the underside of the chassis center section and pans to prevent shorting of the chassis on the track and may add lead weight except that it must not overhang the chassis outline and it must not inhibit the movement of any chassis component.

6.14 - Gears – Free.

6.15 - May not alter chassis movement or remove chassis material, except as specified above (*the original manufacturers method of joining the chassis pieces together and articulating their movement must be retained*).

6.16 - No chassis modifications other than those detailed above will be permitted.

6.17 - Motor – Must be FK motor as specified in 2024 Section D MOTOR SPECIFICATIONS – **D1. FK.**

6.18 - Bodies – May use any body included in the current Grand Prix body list.

F9. GROUP 12 SALOON (CLASS 1)

9.1 - General Specifications - Must comply with all General Car Specifications F1 – F4 inclusive, or variations below.

9.2 - Chassis Type – Free.

9.3 - Axle Bearings – Free.

9.4 - Gears – Free.

9.5 - Front Wheels – Front wheels are optional but must use realistic looking stickers if front wheels not used.

9.6 - Motor – Must be G12/15 motor as specified in Section D MOTOR SPECIFICATIONS – **D4. GROUP 12/15.**

9.7 - Bodies – May use any body included in the current Saloon body list.

F10. OPEN SPORTS/GT (CLASS 1)

10.1 - General Specifications - Must comply with all General Car Specifications F1 – F4 inclusive, or variations below.

10.2 - Chassis Type – Free.

10.3 - Axle Bearings – Free.

10.4 - Gears – Free.

10.5 - Front Wheels – Front wheels are optional but must use realistic looking stickers if front wheels not used.

10.6 - Motor - May be any Group 12/15 or Open motor as specified Section D MOTOR SPECIFICATIONS – **D4** and **D5.**

10.7 - Bodies – May only use the body specified in the Class One Sports/GT body list.

F11. OPEN GRAND PRIX – GP1 (CLASS 1)

11.1 - General Specifications - Must comply with all General Car Specifications F1 – F4 inclusive, or variations below.

11.2 - Chassis Type – Must mount motor in an inline position, otherwise free.

11.3 - Axle Bearings – Free.

11.4 - Gears – Free.

11.5 - Front Wheels – Must have front wheels that turn on their centre at 90 degrees (approximately) to the track surface and have a black rubber/plastic perimeter. The front wheels and their supports must be in the intended position for the approved body used.

11.6 - Motor - May be any Group 12/15 or Open motor as specified Section D MOTOR SPECIFICATIONS - **D4** and **D5.**

11.7 - Bodies – May only use the body specified in the Class One GP body list.

1/24th SCALE

(G) 1/24th SCALE CLASS RULES

G1. CLASSES

1.1 – Classes - 1/24th scale NZSCA Championship meetings are run for the following Classes, and competitors may compete in as many classes as they choose.

GROUP ONE – “PRODUCTION”

- Production Brushless F1
- Production Brushless Saloon
- Production Brushless LMP

GROUP TWO – “EUROSPORT”

- G12 GTP Eurosport
- G12 Wing Eurosport
- Open Eurosport

1.2 – Championships - 1/24th scale Championship points will be awarded in both Group One and Group Two. There will be a Group One Championship and a Group Two Championship. Points will be awarded following the current 1/32nd scale points system (50 47 45 etc). Qualifying order in each class will be determined by previous results in the relevant Group.

(H) 1/24th SCALE CAR SPECIFICATIONS

GENERAL CAR SPECIFICATIONS

these apply to all classes of cars unless variations are specified in individual class rules

H1. DIMENSIONS

1.1 - Width - Maximum chassis width is 83mm excluding body pins.

1.2 - Clearance - Minimum clearance is .6mm under the rear axle and gear at the beginning of each race. The gear may not protrude below the chassis.

H2. GUIDE FLAG

2.1 - One Guide - Only one guide flag allowed, any commercially available guide flag may be used. No other projections capable of guiding the car are allowed underneath it. Guide flag colour is free, except that on tracks that use optical sensors, and the cars guide blade for lap counting, the guide must be black or made of graphite. It is the racer's responsibility to ensure that the guide blade's colour reliably causes laps to be counted.

2.2 – Spacers, Nut etc. - Guide nut, spacers, clips, lead-wire and earring backs are free.

H3. WHEELS

3.1 - Four Visible Wheels - All cars must have a total of four visible wheels when viewed from the two sides when the body is attached in racing position, of not less than 12.5mm diameter (*Where class rules allow, front wheels may be stickers but must meet visibility requirements specified above*).

3.2 - Rear Wheels and Tyres - Rear tyre width may not exceed 20.5mm.

3.3 - Tyre Goop - The use of any tyre goop or glue on the rear tyres is prohibited. (*Spray glue may be applied to the track from time to time as the race organisers see fit*).

H4. BODIES

4.1 - Body Classes

- **GTP** – High downforce body with long side plates. Open or closed cockpit sports cars.
- **LMP** – Lower downforce body with short side plates. Open or closed cockpit sports cars.
- **Saloon** – DTM style Saloons.
- **F1/Indy** – Formula One and Indy Car type open wheel cars.
- **Eurosport** – as per the class body list.
- **Wing** – Any commercially available 'wing' slot car' body.

4.2 - Height – Maximum body height including rear wing is 44mm when measured with the car on a recessed board, except when specified lower for saloon. (ie the chassis is in full and flat contact with the board and the rear wheels and guide flag sit in the recesses)

4.3 - Paint - Bodies must be fully painted and sufficiently opaque so that no chassis or components can be seen through the body when viewed from above. Windscreens and windows must be left clear. A clear strip may separate the wing from the main body.

4.4 - Interior – All cars must have a 3D driver figure painted with at least two colours, and a sufficiently full interior so that no chassis or components can be seen through the windows.

4.5 - Numbers – All cars must either have at least two readable numbers of the same numeral and size, or one number so long as it is on the upward facing surface of the body, except Grand Prix cars which need to have only one number.

4.6 - Wheel Arches – Front wheel arches must be clear or cut to at least the horizontal centerline of the front wheels. Trimming for front or rear wheel clearance may not extend into the top surface of the body.

4.7 - Cover Chassis - The chassis and guide must be completely covered by the body in at least one unforced position when viewed from above – the only exception to this is front suspension arms and lead wires for Formula One cars.

4.8 - Trimming and Cutouts - Body shape is to remain as manufactured except for the necessary cutouts to clear axles and wheels.

The front of the body may not be cut so high as to lose the shape and detail of the front.

Cutting out the rear of the body is OK on GTP, LMP and Formula One cars.

No other cutouts are allowed except areas normally cut out on full size race cars, (*e.g. air intakes*).

4.9 - Saloon Bodies

Rear wing height - When measured on a recessed board, (ie the chassis is in full and flat contact with the board and the rear wheels and guide flag sit in the recesses) the height of the rear spoiler must not exceed 35mm.

Rear Bumper Height – Maximum height of the rear bumper when measured on a recessed board is 13mm.

4.10 - Body Mounting – Bodies may be fixed to the chassis by any combination of tape, clips or pin tubes. Where pin tubes are used, they must be located in the existing body fixing chassis holes.

4.11 - Body Lists - The Executive Committee of the New Zealand Slot Car Association Inc. will publish a list of eligible, Saloon, LMP, GTP, F1/Indy, Gp12 Eurosport and Open Eurosport Bodies each year.

The eligible lists will be compiled in consultation with financial Member Clubs and approved by the NZSCA Committee.

Bodies that Member Clubs want considered to be added or removed from the approved lists must be submitted in the form of a remit to the NZSCA Committee Secretary after the AGM each year.

1/24th SCALE BODY LIST – 2025

F1

Body:	Manufacturer:	Part No:
McLaren F1 MP4-25	Hobbies Plus	HP24601
Ferrari	Red Fox	RFSC29C
Halo Ferrari	Red Fox	RFSC105C

LMP

Body:	Manufacturer:	Part No:
Toyota 010 GT LMP	Hobbies Plus	HP2011
Bentley EXP GB	BPA	K044
Cadillac LMP 02	BPA	K052
Lola LMP	BPA	K049
Kolhoza Audi	Kolhoza	KZA654
Lola (with spine)	BPA	K091
Snake	ABCD	
Audi R10	Red Fox	RFISRA24

SALOON

Body:	Manufacturer:	Part No:
Audi	Oleg	OLG0121
<i>and may use any ISRA Saloon from the current year and the previous three years – ie:</i>		
2025 ISRA Saloon	tba	
2024 Hyundai	Delta Plastik	DP25409
2023 Corvette	Redfox	ISRA 2023
2022 Tesla S GT	Attan	ATT2001007

G12 EUROSPORT

Body:	Manufacturer:	Part No:
BMW LMR	BPA	K021
Caddy HD	Parma	70526
Lola HD	Parma	70524
Bentlee	OS	OS.069
Hi Speed Rogue GTP		HSPGTPR05 and HSPGTPR07

OPEN EUROSPORT

Any body from the LMP body list

WING

Any commercially available 'wing' slot car' body.

(H) INDIVIDUAL CLASS SPECIFICATIONS

H5. PRODUCTION Brushless Saloon and LMP

Note: this class has a rule freeze for 2025 & 2026

BL parts availability: At the time of the publication of this rule book, NZ suppliers have taken steps to stock the specified motor, the ECOM and the recommended motor bracket – these suppliers include Hobbies Plus, Allan Tucker, Paul Caplan, and Nigel Boyce.

5.1 - General Specifications – Must comply with all General Car Specifications H1 – H4 inclusive, or variations below.

5.2 - Chassis Type – JK C26 4" Aeolos chassis - .035" thick - (**Not the JK C26T .040" thick chassis**)

5.3 - Blueprinting

Chassis may be flattened and straightened, wheel towers straightened to ninety degrees, guide tongue leveled and doubled, rear bearing holes filed out to enable rear axle to be set level and at ninety degrees to direction of movement, sharp edges rounded to avoid track damage, such rounding not to exceed 25% of chassis thickness, and chassis assembled to allow pans to move freely. May use any J bars manufactured by JK Productions. J bars may be sleeved with plastic or rubber. J bar holes must remain unmodified. May not sand or grind the underside of the chassis or pans.

5.4 - Motor Mounting

May use the Westrock "BLMNZ" motor mount, or a similar motor mount.

(the Westrock mounting bracket is recommended and is relatively straightforward to fit accurately)

Must fit the mount against and flush with the existing motor mounting lip, in the groove between the motor mounting lip and the foot of the pillow block and retain the original motor angle.

May brace or triangulate the motor mount to the chassis with piano wire.



Example of the Westrock bracket mounted flush (ie against and parallel) with the existing motor mounting lip – it is hard up against the motor mounting lip, it sits in the "groove" between the motor mounting lip and the foot of the pillow block, and it benefits from some bracing from solder between the mount and the foot of the pillow block.

5.5 - Bracing - May add bracing to support the rear axle uprights, so long as the bracing does not interfere with the measurement of the "top of axle to the underside of the chassis" dimension.

5.6 - Rear Axle height – Rear axle height must be no less than 8.7mm and no more than 8.9mm when measured from the top of the axle to the underside of the chassis immediately below the rear axle.

5.7 - Rear Axle Bearings – Free, may solder or glue axle bearings into place.

5.8 – Rear Axle – Must use a one piece straight solid 3/32" diameter axle.

5.9 – Ground Clearance – Clearance under the rear of the chassis immediately below the rear axle must be no less than .6mm (as per general car specs) and no more than 1.0mm.

5.10- Gears – Only 64 pitch gears allowed. Spur gears may only be affixed to the axle by set screws – ie no glued axle gear combinations may be used - and gears may not be lightened.

NOTE – At National Events the host club will specify the appropriate gear ratio that must be used.

- 5.11 - ECOM** – On Brushless cars, must use the first generation Westrock ECOM ESC, “WRBLC”. Mounting of the ECOM to the chassis must be secure enough to minimize the risk of being dislodged during racing incidents, using gummy tape or similar, and the ECOM should be positioned so as to avoid the possibility of shorting against any part of the chassis.
- 5.12 - Tape and Weight** - May apply tape to the chassis and add lead weight.
- 5.13 - Front Wheels** – Front wheels and front axle are optional. Must use realistic looking stickers if front wheels not used.
- 5.14 - Body Mounting** – May use fixed or floating pin tubes located in the original holes of the chassis, or body clips.
- 5.15 - May not** alter chassis movement or remove chassis material, except as specified above (*the original manufacturers method of joining the chassis pieces together and articulating their movement must be retained*).
- 5.16 - No chassis modifications other than those detailed above will be permitted.**
- 5.17 - Motor** – Brushless Production motor specified in Section D MOTOR SPECIFICATIONS: **D1.** 1/24th Brushless Production
- 5.18 - Bodies** – May use any body included in the current Saloon or LMP body list.

H6. PRODUCTION Brushless F1

Note: this class has a rule freeze for 2025 & 2026

Please note – the specifications for Brushless F1 are for the JK C30 chassis. The older Cheetah 7 chassis may still be run.

6.1 - General Specifications – Must comply with all General Car Specifications H1 – H4 inclusive, or variations below.

6.2 - Chassis Type – either: JK 4" Indy F1 Cheetah 7 chassis, kit Part # JK25117 (*no longer in production*) or JK 4" Indy F1 Cheetah 21 chassis, kit Part # C30 (*previously JK251171*)

6.3 - Blueprinting – Chassis may be flattened and straightened, wheel towers straightened to ninety degrees, guide tongue leveled and doubled, rear bearing holes filed out to enable rear axle to be set level and at ninety degrees to direction of movement, bite bar replaced, sharp edges rounded to avoid track damage, and chassis assembled to allow pans to move freely.

6.4 - Motor Mounting

On the C30 chassis, when adapting for Brushless:

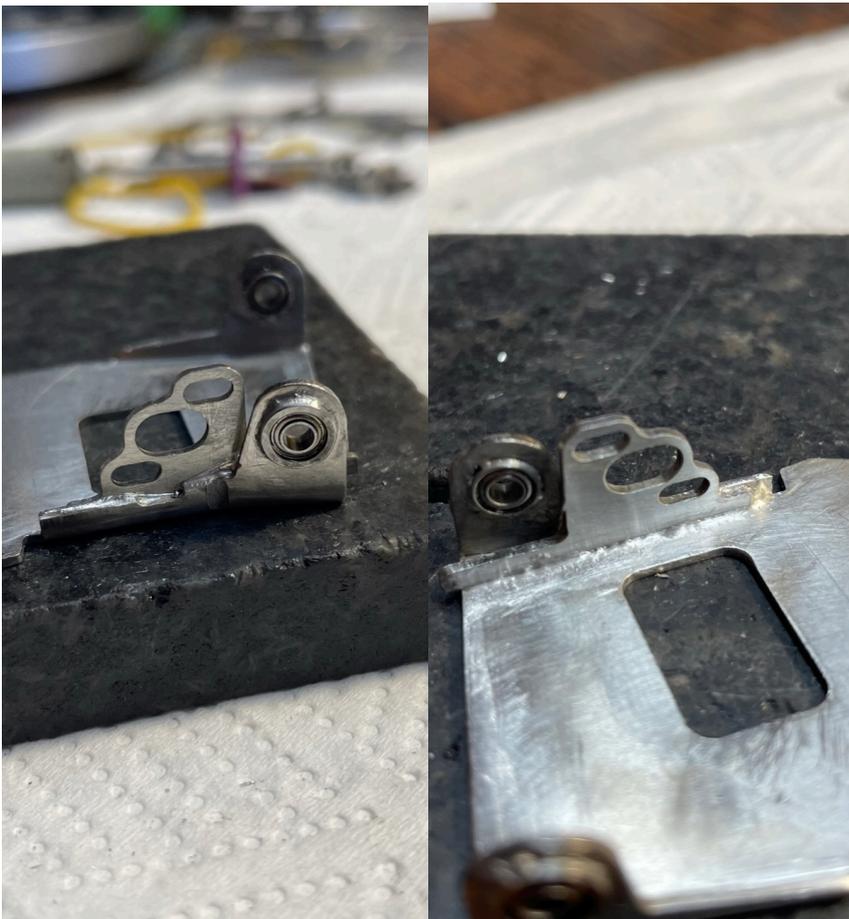
May modify and use the original motor mounting bracket,

or

May cut off the original bracket and use the Westrock "BLMNZ" motor mount, or a similar motor mount. (*the Westrock mounting bracket is recommended and is relatively straightforward to fit accurately*)

Must fit the mount flush with and inside of the existing chassis lip and retain the original motor angle.

May brace or triangulate the motor mount to the chassis with piano wire.



Example of Westrock BLMNZ mount fitted to C30 chassis. Shows how much of the original JK motor mount has been left intact to act as a lip to solder the bracket firmly against, and second shot shows how the rear leg of the Westrock mount extends over the flat surface of the C30 to just behind the pillow block.

6.5 - Bracing - May add bracing to support the rear axle uprights, so long as the bracing does not interfere with the measurement of the "top of axle to the underside of the chassis" dimension.

6.6 - Rear Axle height - Rear axle height must be no less than 8.7mm and no more than 8.9mm when measured from the top of the axle to the underside of the chassis immediately below the rear axle.

6.7 - Rear Axle Bearings - Free, may solder or glue axle bearings into place.

6.8 - Rear Axle - Must use a one piece straight solid 3/32" diameter axle.

6.9 - Ground Clearance - Clearance under the rear of the chassis immediately below the rear axle must be no less than .6mm (as per general car specs) and no more than 1.0mm.

6.10 - Gears - Only 64 pitch gears allowed. Spur gears may only be affixed to the axle by set screws - ie no glued axle gear combinations may be used, and gears may not be lightened.

6.11 - ECOM - On Brushless cars, must use the first generation Westrock ECOM ESC, "WRBLC". Mounting of the ECOM to the chassis must be secure enough to minimize the risk of being dislodged during racing incidents, using gummy tape or similar, and the ECOM should be positioned so as to avoid the possibility of shorting against any part of the chassis.

6.12 - Tape and Weight - May apply tape to the chassis and add lead weight.

6.13 - Front axle bushings - May use bronze or oilite bushings, or ball bearings. May solder or glue axle bearings in place

6.14 - Front Axle - One piece straight solid 3/32" diameter.

6.15 - Front Axle Height - The minimum distance from the top of the front 3/32" diameter axle and the underside of the chassis shall be 9.45mm.

6.16 - Front Wheels - Must have two front wheels, JK F1/Indy Plastic Rim Part # JK T108F (*previously JK8745PF*)

- Minimum width 9mm.
- Tires may be ground down in diameter to allow front ride height adjustment and may be varnished/lacquered.
- The full width of the front tire must be flat, parallel to and in contact with the track, ie not angled or tapered to reduce contact area with the track, and the outer edges may not be rounded to a greater degree than 1mm on each edge.
- Apart from width and diameter, front wheels and tires must remain unmodified - not drilled or lightened
- Front wheels may rotate independently.
- Front wheels must support the chassis. The test for this is when placed on a level board with a braid recess that emulates the track braid recess, and when the guide is subjected to light downward pressure to compress braid springiness, both front wheels must touch the board before the front of the chassis touches.
- Must always have both front wheels. If a car loses a front wheel, it must immediately stop and be repaired before continuing racing. It may not finish the heat until repaired.

6.17 - Front Wheels Width and Side-Play - When the front wheels are extended against the outer axle wheel retainers, the overall width must not be greater than 83mm, and the front wheel side-play may not exceed 0.5mm.

6.18 - Body Mounting - May use fixed or floating pin tubes located in the original holes of the chassis, or body clips.

6.19 - Bite bar - Free.

6.20 - May not alter chassis movement or remove chassis material, except as specified above (*the original manufacturers method of joining the chassis pieces together and articulating their movement must be retained*).

6.21 - No chassis modifications other than those detailed above will be permitted.

6.22 - Motor - Brushless Production motor specified in Section D MOTOR SPECIFICATIONS: **D1.** 1/24th Brushless Production,

6.23 - Bodies - May use any body included in the current F1 body list.

H7. G12 EUROSPORT

8.1 - General Specifications – Must comply with all General Car Specifications H1 – H4 inclusive, or variations below.

8.2 - Chassis Type – Free.

8.3 - Axle Bearings – Free.

8.4 - Gears – Free.

8.5 - Front Wheels – Front wheels are optional but must use realistic looking stickers if front wheels not used.

8.6 - Motor – Must be G12/15 motor as specified in Section D MOTOR SPECIFICATIONS – **D3. GROUP 12/15.**

8.7 - Bodies – May use any body included in the current G12 Eurosport Body List.

H8. G12 WING

9.1 - General Specifications – Must comply with all General Car Specifications H1 – H4 inclusive, or variations below.

9.2 - Chassis Type – Free.

9.3 - Axle Bearings – Free.

9.4 - Gears – Free.

9.5 - Front Wheels – Front wheels are not required.

9.6 - Motor – Must be G12/15 motor as specified in Section D MOTOR SPECIFICATIONS – **D3. GROUP 12/15.**

9.7 - Width - Maximum over all width excluding body pins but including side dams must not exceed 83mm when car is at rest.

9.8 - Bodies – Any commercially available 'wing car' body.

9.9 - Air Control Devices - No part may exceed 63.5mm in height, measured from the racing surface

9.10 - Side Dams - May be a maximum of 63.5mm high aft of the rear wheel centerline and continue on a taper making them a maximum of 51mm high at a point 93.5mm forward of the rear wheel centerline. The same taper must continue ahead of the front wheels.

Must have the front edges taped and rounded in a manner suitable to avoid injury to race participants and spectators.

Must be transparent, although suitable markings and decals may be affixed.

Must be vertical and not creased outwards when the car is at rest.

9.11 - Diplanes - Maximum length is 12.7mm.

9.12 - Drivers - Wing car drivers are required: drivers may be flat and must look realistic.

9.13 - Rear Spoiler - Must be transparent, although suitable markings and decals may be affixed.

H9. OPEN EUROSPORT

10.1 - General Specifications – Must comply with all General Car Specifications H1 – H4 inclusive, or variations below.

10.2 - Chassis Type – Free.

10.3 - Axle Bearings – Free.

10.4 - Gears – Free.

10.5 - Front Wheels – Front wheels are optional but must use realistic looking stickers if front wheels not used.

10.6 - Motor - Any open motor as specified in Section D MOTOR SPECIFICATIONS – **D4. OPEN.** No restrictions on modifications.

10.7 - Bodies – Any body from the current LMP body list.

(I) 1/24th NATIONAL ENDURO RULES AND PROCEDURES – 2025

From year to year, the NZSCA committee will review the enduro car specifications and event procedure, independently of the remit process. The committee will treat any remits on these matters as a non-binding guide.

The event will run according to the NZSCA Standards and Procedures in sections A and B of this rule book, and in addition, the following details will apply.

Note that changes may alter from the below upon the publication of the Annual Event Program, and the Annual Event Program will always take precedence.

I1. EVENT PROCEDURE

1.1 - Race Duration – The race will be 8 hours long - any time lost through track repairs or computer issues will be made up.

1.2 - Teams – The race is for eight teams. Each team must have at least three drivers and may have a non-driving pit crew member. There is no restriction on the number of times an individual driver may drive for their team. Each team will race for a total of 1 hour on each of the eight lanes, changing drivers every 20 minutes and changing lanes every hour.

1.3 - Scrutineering – Prior to qualifying, cars, spare motors, and spare body (with lighting kit fitted if applicable) will be presented for scrutineering with the body off. Once the body has been attached and scrutineering is complete, cars will go into parc ferme. Both the chassis sections and bodies will be given identifying marks by being signed by the scrutineer with an ink pen and the signature covered with a piece of clear tape for protection. At the end of the race cars will be scrutineered again, and these identifying marks will be checked to ensure only one chassis and the approved bodies have been used. Spare motors will also be given identifying marks so they can be identified in the event of a protest.

1.4 – Qualifying and Lane Choice – Each team will put forward three drivers to qualify for them, and that team will have 90 seconds on orange lane to post their best qualifying distance. Each of a team's three drivers will have 30 seconds to drive, with sufficient power off time between drivers to effect a controller change. The team achieving the greatest combined distance will have first choice of their starting lane, and so on to 8th distance.

1.4.1 – Marshalling positions - Each team will be allocated a marshalling position for the lane they are driving at a particular hour.

1.5 - Drivers - Each driver must race for 20 minutes at a time, and each team must change drivers every 20 minutes. This means no driver may drive two consecutive stints. At no time may a team have more than one driver on the drivers stand.

1.6 – Driver and Lane Changes – After each 20minute period the power will be switched off by the race controller for 30 seconds, allowing time for a driver change. Every hour the power will be switched off for 45 seconds and all teams will change lanes. At this time, it is the team's responsibility to change their car to the correct next lane and with the appropriate coloured sticker in place, while their next driver hooks up to the appropriate lane on the drivers stand. Work on the cars is permitted at lane change time – as well as changing the sticker and moving the car to the next lane – but cars returning late to the track must be placed on a safe straight section. Penalties involving the deduction of laps will apply to breaches of this rule.

1.7 - Working on Cars – Teams may only work on their cars when (a) the track power is on, or (b) during driver change and/or lane change time. If a car is in the pits when the track power is turned off for track repairs or any reason other than (a) or (b) - car work must cease until the track power is turned back on. Penalties involving the deduction of laps will apply to breaches of this rule.

1.8 - Team Pits – During "hours of daylight" and during "hours of darkness" team pits will be located in the same room as the track. During the hours of darkness, pit lights must be directed so as to not shine towards the drivers stand, and teams will be required to adjust their pit lights if directed by race control or chief steward.

1.9 - Track Calls – There will be no track calls as the race computer will not be manned full time:

- In the event a car lands on the floor it is the team's responsibility to retrieve it.
- In the event of a rider, a driver may call 'rider' and request other drivers to stop.