

NSR

PROFESSIONAL SLOT CARS



Classic Le Mans/CanAm

TECHNICAL RULES

12 - 15 OCTOBER 2023

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**SLOT
SHOP**

TECHNICAL RULES - Classic Le Mans/CanAm (SS Version 1.3 - 2023)

1. Allowed models

1.1 Ford MK IV all versions



Porsche 917/10K all versions



P68 Alan Mann



Ford GT40 MK I & II all versions



Porsche 908/3 all versions



Porsche 917K all versions



2. Body

2.1 Must be original in all its parts and can not be modified including side mirrors

2.2 If the white kit is used, the body must be completely painted, clear windows & lenses must be fitted

2.3 There must be three (3) race numbers on the body (bonnet, driver & passenger sides)

2.4 Cars with the spare wheel and toolbox in the cockpit can be removed (Ford GT40)

2.5 All body screws must be used to secure the body to the chassis, the body posts can be reinforced (sleeved) but without modifying the height and without excessive material

2.6 At the beginning of race, the body must be complete (with all its parts)

2.7 Can be very lightly shaved to avoid chassis rub, but can't be lightened or modified

2.8 Minimum Weight:

Ford MK IV 20.0g

Porsche 917/10K 20.0g

P68 Alan Mann 21.0g

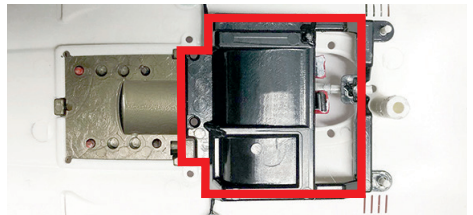
Ford GT40 * 19.0g

Porsche 908/3 22.0g

Porsche 917K 22.0g

* Lexan cockpit ref. NSR1409

2.9 In case of ballasting the body weight should be placed under the cockpit, (not behind the motor)



2.10 Should the the rear wing dislodge, it must be refitted before the start of your next heat, failure will result in a 5 lap penalty for each segment raced without it.

3. Chassis

3.1 Only black original medium chassis is allowed for each model:

Ford MK IV	1322-1428 EVO
Ford GT40 MK II	1369-1434 EVO
P68 Alan Mann	1351-1431 EVO
Porsche 908/3	1601
Porsche 917K	1339-1425 EVO
Porsche 917/10K	1613

3.2 It is mandatory to write the name of the driver on the underside of the chassis



4. Motor Support

4.1 The allowed motor support are:



1270 EVO



1272 EVO

4.2 Motor support cannot be modified in any way

4.3 To fix the motor support to the chassis, the only cups allowed are the original (of any colour) ref. 1205 unless using suspension refer to 5.1

5. Suspensions

5.1 Suspensions are allowed:



1209 Soft

1210 Medium

1211 Hard



1208 Complete spring set - Soft - Medium - Hard

Magnet suspensions are not permitted

6. Axle and Bushings

6.1 Original axles ref. 4801 drilled axles ref 4871 are permitted on both front and rear

6.2 Spacers are allowed on both front and rear axles

6.3 Original bushing ref 4805.



6.4 NSR stopper 4860 are allowed on the rear axle.



7. Motor

7.1 Shark EVO 21.5 mabuchi style 21,500 rpm, (purple label ref 3041) provided by NSR

7.2 It must be attached to the motor support with NSR 4856 screws, (gluing or bracing of any form not permitted).



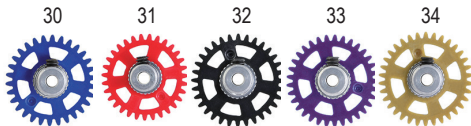
8. Gears

8.1 All Sidewinder metal crowns are permitted NSR 17.5mm diameter, plastic or metallic gears.

Alluminium 6030, 6031, 6032, 6033, 6034, 6035, 6036, 6037



plastic 6430, 6431, 6432, 6433, 6434 Also in the EVO version



8.2 Any NSR pinion is permitted, both plastic or brass



9. Wheels

9.1 Original 5001 front wheels fixed to the axle by hex screw



∅ 16x8mm 5001

9.2 Original rear wheels 5002 (air system) or 5001 (no air system) fixed to the axle by hex screw.



∅ 16x8mm 5002

9.3 Wheel inserts are required
5433 - Ford MKIV, 5434 - Porsche 917 and 908/3,
5435 - Alan Mann P68, 5436 - Ford GT40 MKII.

and is recommended to be glued to the wheel



9.4 If the wheel insert(s) dislodge, they must be refitted within a maximum of 5 laps, failure will result in a 5 lap penalty for each segment raced without them, excluding knock-offs

10. Front Tyres

10.1 NSR front tyres; 5200-16x8.5, 5201-16x8

10.2 Gluing and truing the tyres is permitted, chamfering is permitted (no greater than 1/2 of tyre width)

10.3 They must completely cover the wheel

10.4 Cannot be covered with materials or additives that modify its traction to the track (e.g.: glue, nail polish etc)

10.5 Minimum diameter 16.4mm

11. Rear Tyres

11.1 Special RTR 18x10 rear tyres provided by NSR (code 5262Black). One pair per driver

11.2 Will be marked to ensure issued tyres are used

11.3 Minimum diameter 19mm



11.4 Tyre cleaning stations and cleaner is provided by Slot Shop

12. General Measurements

12.1 Maximum front and rear width of 61mm

13. Cables

13.1 Original NSR ref 4824. Can not be modified

13.2 Tape, glue or blue tac can be used to secure to chassis (cannot be excessive amounts)

14. Guides

14.1 All NSR guides are allowed:



14.2 NSR spacers are permitted between the chassis and the guide to improve guide contact to the trackz

Pick-up Guide spacer - brass



4818 005"/0.12mm
4819 010"/0.25mm
4820 020"/0.50mm

14.3 Thining the guide blade is permitted

15. Braids

15.1 NSR 4822 (4838) - Copper braid
NSR 4849 (4850) - Tin plated braid
fixed to the guide as original position with original eyelets ref 4821.

15.2 They can not be glued to the guide or to the cables

16. Screws

16.1 NSR 4836 - 4837 - 4839 metric screws allowed in body and motor support



16.2 They may not be fixed until car passes scrutineering

16.3 Tape or blue tac is required over all chassis screws to prevent loose screws onto the track. Failure to comply will incur a 10 lap penalty on each occasion

17. Magnet

17.1 Forbidden

18. Weight

18.1 Permitted on chassis – no restrictions

18.2 Cannot be placed on underside of chassis

19. Light Kit

19.1 Are permitted, not essential - NSR light kits only

19.2 Maximum 2 led at the front and 2 led at the rear

Anything not specified is **NOT PERMITTED**
If you are unsure..*please* ask! info@slotshop.com.au

The final technical check will be made with the technical NSR 4110 OFFSET MARSHALL tool to verify the offset of both rear axle and motor.

In case of "not ok", you will have to change the motor support and/or the chassis and resubmit it for scrutineering

In case of an anomaly, for instance where the chassis and/or motor mount needs to be replaced/remounted, the car must be re-presented to the Scrutineer within and no later than 15 minutes prior to the commencement of the race, failure to do so will result in a 1-lap penalty for each minute over, once cars have passed scrutineering, the cars will remain with the Race Director (parc ferme) at all times, unless in race heat.

