

FPR Inter Club Rules for 1/32 scale GT & Sports Car Classes

GT/O - Open Class – Motors up to 30,000 RPM

1. Body & Chassis

- (a) 1/32 scale GT or Sports Cars from any manufacturer.
- (b) The cars must have resin plastic bodies & chassis.
- (c) The Components & chassis may be changed to that of a different manufacturer. The replacement components are to be the same size.
- (d) Car chassis, body & gears must have clearance to the track surface and power rails.
- (e) If contact with the track or power rails is noticed the scrutineer may direct clearance to the track and rails is achieved before the car continues in the competition.
- (f) The driver must ensure the body mounting screws are prevented from dislodging.

2.(A) Tires & Wheels

- (a) In all the GT/Sports classes there will be no requirement for Manufacturer's specification of wheel & tire sizes. However they must comply with the sizes stated in rule 2 (c) below
- (b) The tires & wheels must not protrude outside the body when viewed from above.
- (c) All tires & wheels are to be a minimum of 5mm and a maximum of 12mm in width overall. The maximum outside diameter of the tires is 22mm.
- (d) All drive axle tires are to be fitted with tires Manufactured MJK Engineering. The tires must be in their natural state.
- (e) No lubricating substance or liquid is to be deposited on the track surface from the tires or any other components of any car.

3. Motor & Gear Ratios

- (a) The motor RPM is to be rated by the manufacturer to be 30,000 rpm or less.
The original motor can be changed to one from another manufacturer.
- (b) The motor must not of been dismantled or modified and must have the original manufacturers labelling intact.
- (c) If the motor labelling is deteriorated or missing a competitor can apply to the scrutineer for a motor check.
- (d) The final drive gear ratios can be changed to suit track conditions.

4. Added weight and down force magnets

- (a) Weight up to 20 grams can be added to the chassis in any position.
If under the chassis the weight must be covered with an insulating coating.
- (b) The car must not have any magnets installed that increase the car & motor down force.

5. Corner Marshalling assistance magnets – optional

- (a) A magnet can be added to inside the centre of the roof or side pods.
- (b) The magnet must be round with a Maximum size is 10 mm diameter.
and fitted with the correct polarity for the pick up sticks.
- (c) If no magnet is fitted the car will be retrieved with the claw on the retrieval pick up device.
- (d) If all competitors do not have a marshalling magnet fitted for an event the claw pick up device will be used.

GT/R Class - Restricted

1. Rules of the GT/O class apply except 3 (a)
2. The motor must be rated less than 21,600 rpm and 180 g*cm torque
3. Cars in the GT/R Classes are also eligible to run in the GT/O class.

GT/N Class – Ninco GT and Sports Cars

1. Rules of the GT/O class apply except rules 1(a), and 3 (a).
2. The car must be a GT or Sports Car manufactured by Ninco
3. The car must be a model of a full size car manufactured after 1980.
4. The motor must be a standard Ninco standard model with the RPM & torque specification of the Ninco NC 5 and NC 14 motors or less.
5. Cars in the GT/N Class are also eligible to run in the GT/O class.

CT Class - Classic Touring Car Raced before 1979.

1. Rules of the GT/O class apply except rules 1(a) & 3(a)
2. Cars must be touring cars that have raced before 1979
3. Motors must be rated at less than 20,000 rpm and have less than 180 g*cm torque.

Scrutineering

The appointed scrutineers will inspect all cars competing in the event.
If they find a contravention of the Inter Club rules they can disqualify the car until it complies.
The scrutineer can hold a ballot of all drivers to decide if a car can compete if it does not comply to the race rules.

FPR/MJK Interclub GT/R class acceptable motors

Listed motors are rated less than 21,500 RPM at 12v Also less than 180g*cm maximum torque.

If a motor is not on the acceptable motors list proof of the rating RPM & Torque rating is needed. The Scrutineer may allow the motor if the proof is acceptable.
Carrera E-200, E-500 (FC-130) [21,081 RPM/12v] 26,000/14.8v, tested 18,058-20,6340 RPM/12v

[96 gcm/12v] 118 gcm/14.8v, 5.1W/12v Fly standard "black stripe, white endbell" (FC-130) 18,000 RPM/12v, tested 20,408-21,159 RPM/12v

est. 75-100 gcm/12v, est. 5W/12v Fly "black endbell" (FC-130) tested 21,450-21,753 RPM/12v

tested 71-85 gcm/12v, 3.9-4.6W/12v MRRC CS-2002 Clubman Special

Supersport (FK-130) [19,500 RPM/12v] 26,000 RPM/16v

[53 gcm/12v] 70 gcm/16v, 2.6W/12v NINCO NC-1 (FC-130) [12,730 RPM/12v] 15,700 RPM/14.8v, tested 12,858-14,237 RPM/12v

[60 gcm/12v] 74 gcm/14.8v, 1.9W/12v, tested 77gcm/12v, tested 2.6W/12v

NINCO NC-8 (FK-130) [12,973 RPM/12v] 16,000/14.8v, tested 13,370/12v

w/inductor, 13,635 w/o

inductor [71 gcm/12v] 87 gcm/14.8v, 2.3W/12v, tested 75 gcm/12v w/inductor, 84 gcm/12v w/o inductor

NINCO NC-9 (FK-130) [16,216 RPM/12v] 20,000 RPM/14.8v [118 gcm/12v] 145 gcm/14.8v, 4.8W/12v

NINCO NC-11 (FK-130) [12,973 RPM/12v] 16,000 RPM/14.8v [81 gcm/12v] 100 gcm/14.8v, 3.2W/12v

NSR Shark (FC-130) 20,000 RPM/12v 164 gcm/12v, 8.2W/12v

Pioneer Typhoon (FC-130) 18,000 RPM/12v, tested 18,967 RPM/12v

tested 131 gcm/12v, tested 6.2W/12v

Pioneer Typhoon (FC-130) 21,300 RPM/12v 150 gcm/12v

Plafit Pointer (FK-130) 21,700 RPM/12v per Prof. Motor 112 gcm/12v per Prof. Motor, 6.1W/12v

Revell-Monogram slim can (FF-050) tested 18,836-20,244 RPM/12v tested 130-131 gcm/12v, tested 6.3-6.4W/12v

Scaleauto SC20 Ball Bearing "blue" (FC-130) 20,000 RPM/12v; tested 23,147-24,351 RPM/12v 170 gcm/12v; tested 151 gcm/12v, tested 8.7W/12v

Scaleauto SC14 new version Tech-1 "silver" (FK-130) 20,000 RPM/12v 170 gcm/12v, 8.5W/12v

Scaleauto SC17 Tech-1 "silver" (FF-050) 20,000 RPM/12v; tested

21,124-21,405 RPM/12v 70 gcm/12v, tested 108 gcm/12v, 3.5W/12v, tested 5.7W/12v

Scaleauto SC23 Home Set "white" (FF-050) 10,000 RPM/12v; tested 10,344 RPM/12v 45 gcm/12v, 1.1W/12v

Scaleauto SC24 Home Set "white" (FC-130) 10,000 RPM/12v; tested 10,203 RPM/12v 100 gcm/12v, 2.5W/12v

Scaleauto SC20 Ball Bearing "blue" (FC-130) 20,000 RPM/12v; tested 23,147-24,351 RPM/12v 170 gcm/12v; tested 151 gcm/12v, tested 8.7W/12v
Scalextric standard "black stripe", Sport (FC-130) 18,000 RPM/12v; tested 20,577-22,300 RPM/12v tested 99-104 gcm/12v, tested 5.3W/12v
Scalextric F1 (FF-050) 18,000 RPM/12v, tested 22,861 RPM/12v tested 147 gcm/12v, tested 8.3W/12v
Scalextric Sport Plus "red" (FF-050) 20,000 RPM/12v; tested 21,168-22,500/12v tested 144 gcm/12v, tested 7.6W/12v
SCX RX-42B 18,000 RPM/12v; tested 17,927-18,900 RPM/12v tested 130 gcm/12v, tested 5.8W/12v
SCX Pro Speed 19,600 RPM/12v; tested 18,800-20,717 RPM/12v 140 gcm/12v; tested 123 gcm/12v, tested 6.4W/12v
Slot.It V12/3 "orange endbell" (FC-130) 21,500 RPM/12v; tested 22,500-23,766 RPM/12v 170 gcm/12v, 9.1W/12v
Slot.It V12/3 "blue/teal endbell" (FC-130) 19,500 RPM/12v, tested 19,232-21,025 RPM/12v 130 gcm/12v, tested 150 gcm/12v, tested 6.3W/12v
Vanquish MG no label (FK-180) tested 15,234 RPM/12v tested 166 gcm/12v, 6.3W/12v