

# GTSLOTS 2018 Slot.IT Group C Championship Rules

## RELEASE NOTES:

07/29/18 – Official Release

08/29/18 – Allowed modifications to motor pod

## DATE/TIME:

Championship Event: 9/29/2018

Regional Events: 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](mailto:holtr371@yahoo.com))

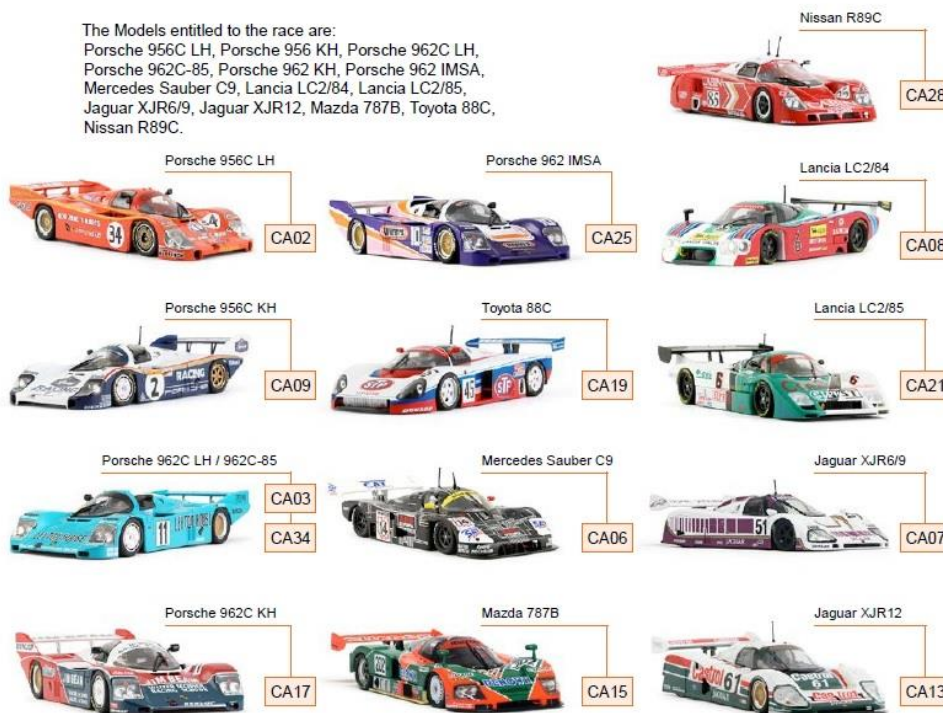
## ELIGIBLE DRIVERS:

The top 4 finishers in each GTSLOTS 2018 Slot.IT Group C regional event held across N. America not previously qualified are eligible to complete in Championship race. All drivers that qualify and plan on attending the "Championship Finals 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 and/or rules are permitted only with advance notification given by the race director for the event.

## ELIGIBLE CARS:

Only the Slot.IT Group C car models and components pictured/listed below are permitted. Kits must be complete with all parts that are supplied with the kit, excepting those changes permitted below. As they are introduced, newly released cars will be reviewed and added to the below list if eligible.

The Models entitled to the race are:  
Porsche 956C LH, Porsche 956 KH, Porsche 962C LH,  
Porsche 962C-85, Porsche 962 KH, Porsche 962 IMSA,  
Mercedes Sauber C9, Lancia LC2/84, Lancia LC2/85,  
Jaguar XJR6/9, Jaguar XJR12, Mazda 787B, Toyota 88C,  
Nissan R89C.



**GENERAL:**

Any modifications or parts not specifically addressed in the series rules or are not listed in the approved cars/parts list 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 modifications that are made and/or tuning techniques used are made at the racer's own risk. Any variations to these rules must be approved in advance by GTSLOTS. All rules are subject to change.

**THE BODY:**

Bodies may not be modified, lightened, have parts removed, or cut in any way - including wheel wells, body posts, body/chassis locator points, interiors, etc. EXCEPTIONS: Sharp edges, burrs, mold flashing, rear bearing and motor bearing support posts (mounted to the interior), and the body clearance locations for the exhaust pipes may be slightly trimmed and/or sanded to permit clearance for the proper seating of the body onto the chassis and to allow for body float. Any of the body locator points on the body may be sanded such to open up the gap to allow for body float. No more than .010" of material should be removed where applicable. If a standard credit card can be passed in the gap between the body and chassis, the sanding has exceeded tolerance and the car may fail inspection. All cars including kits must start each race with any and all rear spoilers/wings, exhaust pipes, and air scoops in place as provided with the car. Mirrors and headlight covers may be missing but should be replaced when possible. Rear wheel skirts on all eligible Nissan and Jaguar models are optional. Bodies can be custom painted; however, they must have proper numbers on the hood and both sides as is prototypical and look like the race cars of the era represented. 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 stock interior w/driver figure or can use the appropriate Slot.IT lexan interior for that model car. Stock interiors can be minimally trimmed for fit and function. Lexan interiors must be painted and may be trimmed to fit the body properly. Interior must not allow viewing of motor/chassis assembly when looking through car body windows/windshield. If body screws are run loose, tape must be placed over the holes in bottom of chassis. Slot.IT crash proof body parts designed for the specific model raced are allowed. All windows must remain transparent as is prototypical.

**CHASSIS:**

**NO TRACTION MAGNETS.** Only Slot.IT stock and/or direct replacement chassis permitted. The only legal motor pod is Slot.IT part # CH70, .5mm offset. Motor pod 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/pod tweak. Slight sanding of the edges of the chassis, including sharp edges, burrs, and interference points are permitted only to allow for the necessary clearance for the proper seating of the body on to the chassis and to allow for body float. Slight sanding of the edges of the pod allowed for float and clearance to the body. No more than .010" of material should be removed where applicable from chassis or pod. If a standard credit card can be passed in the gap between the body and the chassis, or between the pod and chassis, the sanding has exceeded tolerance and the car may fail inspection. The two "triangular" chassis inserts allowing for anglewinder pod installation (not allowed for this race) may be removed. Modifications to front or rear axle mounts is prohibited. Cars must start each race with any and all chassis mounted exhaust pipes in place as provided with the car. Suspension is NOT permitted.

**AXLES\BUSHINGS\WHEELS\TIRES:**

Any Slot.IT 3/32" axles are permitted. Only stock Slot.IT spherical bushings may be used on rear axle; stock replacement part #SICH56b. Bushings may be glued in place and must be in their stock position. Front axle plastic bushings are optional. They can be replaced with any Slot.IT spherical bushings and a M2 grub screw, in their assigned locations. Front axle ride height adjusting set screws (upper and lower) may be used and adjusted as required. Axle shims and/or stoppers are allowed.

OFFICIAL RELEASE: 2018 “Slot.IT Group C” North America Finals Rules – ver 1.1 – 08/29/18

Only Slot.it 15.8 by 8.2mm plastic, aluminum, or magnesium wheels utilizing stock or Slot.it front type tires are permitted on the front of the car. Only Slot.it 16.5 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. Glue may be used to repair loose or attach plastic wheels. Front tires may be both glued and trued; no chemicals can be added to the front tires. Wheel inserts are required, can be secured by glue, and must be of the Slot.IT Group C type pictured below:



**Approved rear tires:**

“Quick Slicks” #CB33, #CB34, or #CB35 silicon tires (Note: the minimum diameter of the rear wheel/tire combination may not be smaller than .790”). All rear tires to be supplied by race host (Regional) or GTSLOTS (Regional and Finals) 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 well arch 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.)

**GEARING:**

ONLY the Slot.it 9 or 10 tooth 5.5 mm inline pinion gears are permitted. ANY Slot.IT inline crown gears are permitted. Driver may apply grease to the gears.

**GUIDE BLADES/BRAID/ELECTRICAL:**

Any Slot.it guide may be used with a minimum amount of removal of sharp edges and burrs to allow for proper operation. Shims will be permitted to locate the guide at the proper depth in the track slot.

Any manufactures’ braid and lead wire may be used and must be attached to the guide blade through the use of any manufactures’ eyelets or the M2 grub screw method. (Note: the lead wires may be soldered directly to the eyelets only and may not be glued or soldered to the braid). Wires may be held in place and supported on the chassis using tape, heat shrink tubing, and/or silicone adhesive.

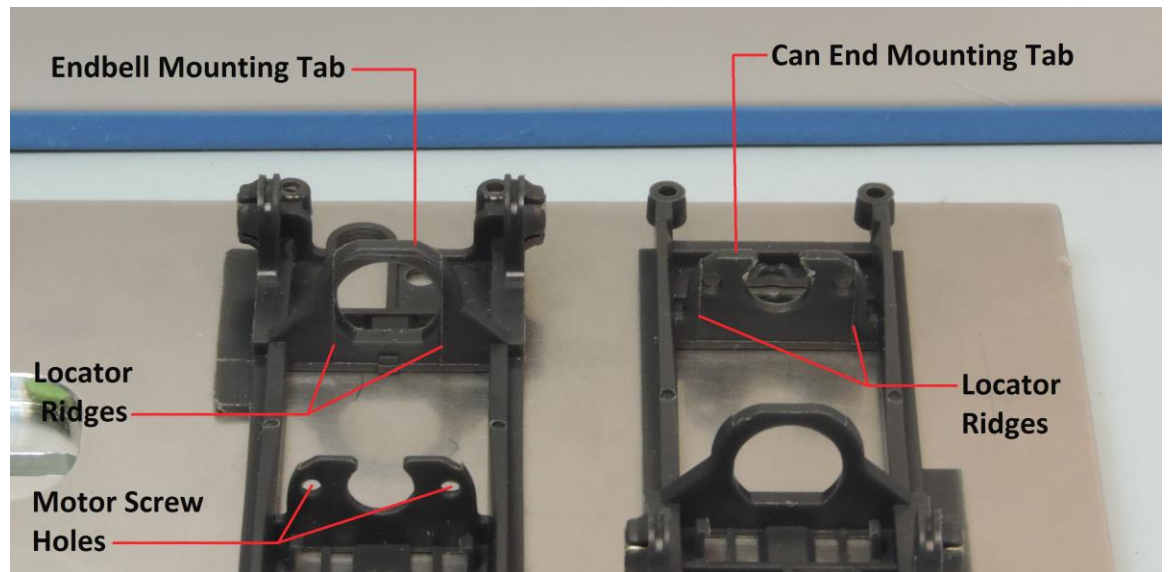
**CAR SPECIFIC ALLOWED MODIFICATIONS:**

In order to foster competition and create parity between the different models of Slot.IT Group C 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). Any such modifications are made at the racer’s own risk:

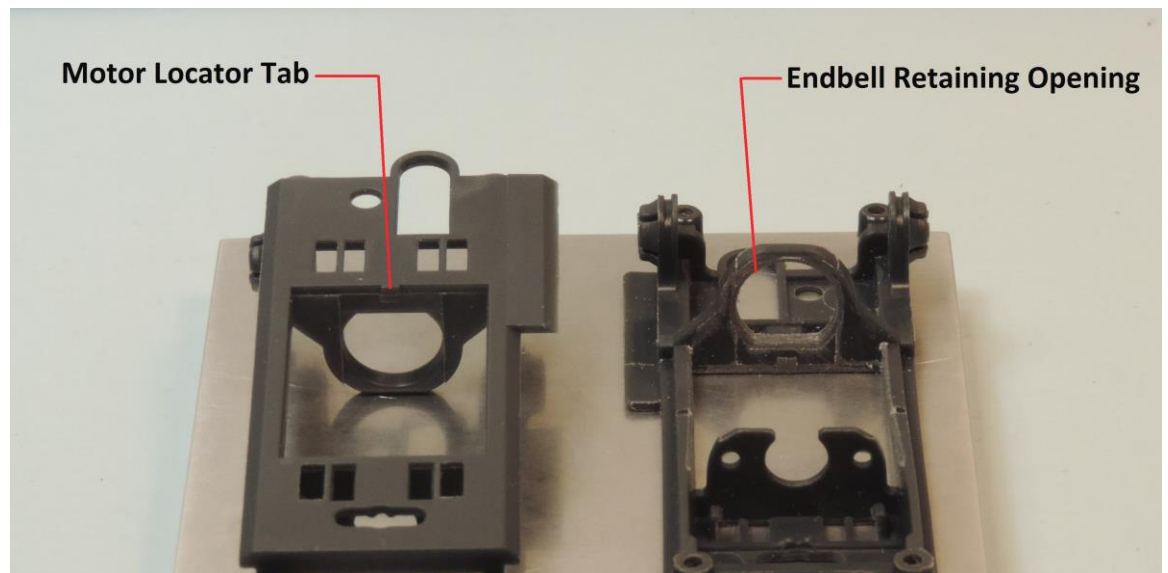
**General (all cars):**

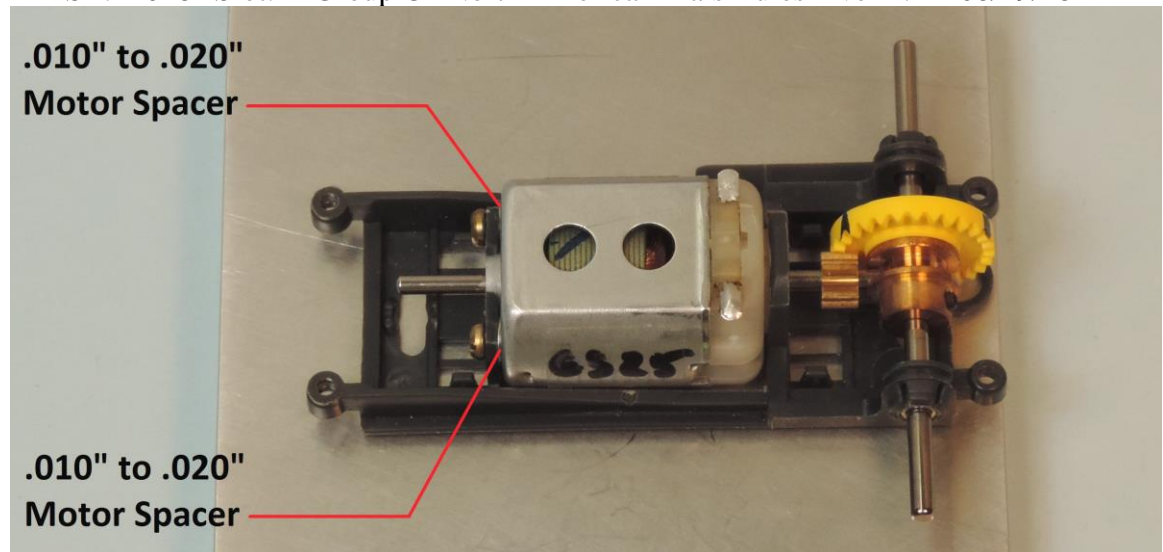
**- Motor Pods:**

- Sanding and trimming of the inside surfaces of the motor pod, including sharp edges, burrs, interference points (locator ridges), and can and endbell openings are permitted only to allow for the necessary clearance for the proper seating of the Piranha motor to the pod without causing any distortion of the pod. It is also permitted to slightly open the motor screw locations to prevent and adjust the twisting of the pod. See picture below:



- The motor locator tab and ridges on the endbell mounting tab end and the locator ridges on the can mounting tab end of the motor pod may be removed to allow the motor to be moved closer to the rear of the car and allow for the motor shaft to extend further into the crown gear. In addition, the endbell retaining opening will require additional chamfering of the inside edge of the opening to allow for clearance. On assembly, .010" to .020" thick spacers should be installed between the can end of the motor and the can end mounting tab of the pod at the motor screw locations to prevent pod distortion and to allow for proper location of the motor in the pod. See picture(s) above and below:





## **MOTORS:**

### Regional Events:

Motors provided by the race host or racers themselves (GTSLOTS black and/or white endbell short can also known as the Piranha 21.5k – rated 21.5k @ 12volts) using the appropriate Slot.it 5.5mm 9 tooth or 10 tooth pinion **gear**. 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 GTSLOTS technical contacts shown below for additional information on the testing of motors.)

### Finals:

Only the provided handout (GTSLOTS black and/or white 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 5.5mm inline pinion gears (9 or 10 tooth); 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 motor pod or chassis by using any manufacturer motor retaining screws. 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 and must be either lead or Slot.IT tungsten ballast. 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.

## **LIGHTING (Optional):**

Not required.

**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.
- Loose parts, wheel inserts, etc. may be attached and/or repaired using any type of available glue.
- 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, lose 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](mailto:holtr371@yahoo.com))

Bob Kuss by phone (610-996-0595) or e-mail ([lotus74s6@verizon.net](mailto:lotus74s6@verizon.net))