

R&C 1966 GRAND PRIX SERIES

Effective August 1, 2010

1. Intent:

The intention of these rules is to provide a class of scratch-built F1 slot cars reflecting the cars used in the 1966 Rod & Custom racing series. This was the first pro racing series that featured all the southern California factory team racers from Russkit, Checkpoint and Cox etc battling it out for national magazine exposure and glory.

These are the cars that lit the scratch building fire for most of the retro racers today. The innocence of design, scale and simplicity and the dream they brought of one day being as good as Mike Steube, Tore Anderson, Bryan Warmack, John Cukras, Terry Schmid or Mike Morrissey.

Remember that your build must be in the spirit of the 1966 "Rod & Custom" magazine racing series. The chassis must reflect the ones shown in the race reports in the pages of the magazine, published all over the Internet. Forget the technology you have learned in the past 43 years, R&C F1 has no place for it.

This class is meant as a fun, 1966 technology based class, not a "lets see how fast we can go" "why can't I do this, the cars will be faster" racing class. The cars are fun to build, detail and drive.

Chassis will not use any design elements, materials or technologies that were not used in the 1966 R&C series. The governing body reserves the right to disallow any design that is not in the correct spirit and make technical changes as it is seen fit to keep the class pure.

2. Dimensional Specifications

2a. Track: 2.750" front & rear. 1/8th" side-to-side movement (aka "Cukras Slop") of the front axle in the front tube is ok.

2b. Wheelbase: 4" maximum.

2c. Axles: 1/8" solid steel axles front and rear. Front axle must pass through axle tube and rotate. Independent front wheels made by soldering a washer to the front axle and letting one wheel free wheel on the axle is permitted. (No ball bearing front wheels). No piano wire dropped front axles allowed.

2d. Rear Tires: .935" min. dia. x .500" max. width.

2e. Front tires: .875" min. dia. x .200" min. width. No "O" rings. Front tires may be coated with clear nail polish or CA.

2f. Minimum Clearance: 0.063" (measured under the whole chassis including gear except for the guide flag). All clearances measured with car standing on a flat tech board on its wheels, without guide.

2g. Maximum ready to race weight limit is 130 grams. The adding of lead or the round brass style weights used in the 1960's will be limited to the drop arm only. No lead or brass weights may be added to the chassis in any other place.

3. Chassis construction

3a. Construction is to be a rail, Jail Door style chassis.

3b. Up to 4 full length B/B rails per side maximum are allowed. No 1/2 rails. Rails must run from rear bracket to front axle but all rails do not have to all be bent up to axle tubes.

3c. The chassis may be no wider than 1.330 measured at the widest point across the bottom.

3d. Main rails may angle outward after they bend up towards the axle tube.

3e. No tapering (or bending of the rails except for the bend up to bracket or axle tube) of the rails, only parallel rails from the front to the rear connecting the axles.



3f. All rails do not have to bend up to the axle but must run from motor bracket to center of front axle.

3g. 3g. Drop arm must only be made from B/B tubing or rod and must use a piece of 7/32" brass tubing to hold the guide or the machined brass guide holders/bushing like that made by R-Geo and shown in the photos. Flat brass tongues like used on D3 or IRRA Can-Am chassis are not allowed to be soldered to the top of the drop arm rails.

Drop arm may be no wider than 3/4".

A single piece of B/B is allowed to bend out around guide to act as a stop as shown in the picture above.

Drop arm must be made of B/B rod. Drop arm must be a single layer of B/B high, no stacking of rails on top of each other to make drop arm heavier. The rails must connect to and support the guide tube/bushing.

Drop arm may be straight or tapered front to back.

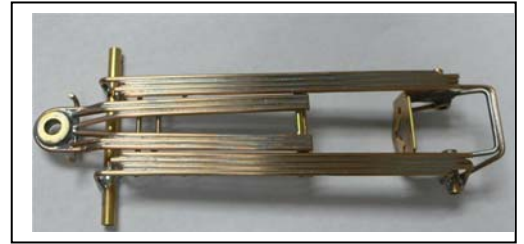
Drop arm may use a modern or period guide held in place with a nut or screw and washer.

Hinge must be made of 3/32 brass tubing (3 piece). Piano wire is allowed to be used inside the brass tubing.

Drop arm must drop and function as intended by the 1966 designs.

Lead wire holders are not allowed.

Drop arm must drop and function as intended by the 1966 designs.



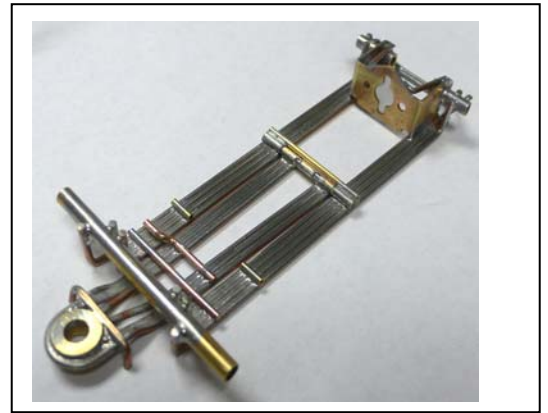
3h. A piano wire U-brace may be used inside the motor bracket to reinforce the bracket and protect the crown gear and a single piece of straight .063 piano wire is allowed to be used inside the 3 piece drop arm hinge.

3i. No floating body mounts of any kind.

3j. No hypoid motor brackets. Motor may not be closer than .550" to the center of the rear axle. Motor may slant down to the .062" ground clearance at the motor can brush end.

3k. Motor bracket maybe no wider than 1" and no thicker than .047".

3l. No tying of axles or any other joint allowed. Rails cannot be wrapped around axle tubes



4. Chassis Materials:

4a. Only 1/16" brass tubing, rod or bronze rod can be used.

4b. No steel-wire main rails. No steel-wire front axle braces. Steel wire can only be used as a brace to reinforce the motor bracket as previously described.

4c. Only brass tubing for axles and body mounts can be used. No shaker or floating body mounts of any kind are allowed.

4d. No brass strips or plate allowed to brace or add weight to the motor bracket.

4e. Brass tubing or rod drop arm only. No brass strip or plate is allowed. A bushing or tubing may be used as a guide pivot.

4f. Drop arm must be a single layer of brass rod. You may not stack brass rod to make drop arm heavier. Flat brass tongues like used on D3 or IRRA Can-Am chassis are not allowed to be soldered to the top of the drop arm rails. Drop arm may be straight or tapered front to back. Hinge must be made of 3/32 brass tubing (3 piece). Piano wire is allowed to be used inside the brass tubing.

4h. No ball bearings. No axle bushings. Tubing front and rear axle carriers only.

4i. Up to 1/8th side to side movement (known as the "Cukras Slop") of the front axle in the tube is ok.

4j. A modern or period guide may be used and attached with a guide nut or a screw.

4l. Only 5/32" brass tubing can be used for axle tubes. Tubing may be sleeved to fit axle hole in the motor bracket but sleeve may be no longer than .125"

4m. Motor brackets must be a 3 sided, folded up brass "Russkit style" one piece bracket that the motor screws to and the rear axle tube passes through. Brass strip used for the mandatory bracket and will not be thicker than .047". No chopped up lightened brackets will be allowed.

4g. No ball bearings. No axle bushings. Tubing front and rear axle carriers only.

4h. Up to 1/8th" side to side movement (known as the "Cukras Slop") of the front axle in the tube is ok.

5. Motor rule:

5a. Motor type: Unopened, unmodified TSR T3215, Falcon 1 or Falcon 2 motors. Motors must be shown at tech inspection in a manner to clearly show the acid mark on their cans.

5b. Clear violation of motor-tampering rule will result in permanent exclusion from any R&C participation in any form.

5c. Motor must be affixed to motor bracket with two screws set inside the pre-tapped locations on the can. Motors can also be soldered in.

5d. Local areas may elect to use a hand-out motor system for a particular race. The management of the process will be up to the local race director.

6. Gears

6a. Parma or Cox crown gears must be used with any type pinion.

7. Body rules

7a. Body style: F1 bodies. Bodies must be originals or close reproductions of pre-1967 F1 bodies by Russkit, Lancer, Associated, Dynamic etc. No "flattened" or "aerodynamically improved" bodies allowed..

7b. Bodies with molded-in cockpits are not allowed even if cut out.

7c. Bodies must be presentably painted and carry at least three racing numbers, one on each side, and one on the front.

7d. Bodies must be molded from material with a minimum thickness of 10 thousandths of an inch.

7e. Cockpits must be fully opened following the natural line of the windscreen and the body. A separate, presentably and realistically painted 3-D driver figure and interior must be fitted.

7f. Scale realism is encouraged and wanted. Bodies that are not detailed and painted sloppy will not be allowed to enter. The use of wheel inserts is encouraged!

7h. Approved bodies: Note – as additional bodies are approved they will be communicated.

John Dilworth Bodies

Eagle Climax 1966



Eagle Weslake 1966



Brabham Repco 1966



Cooper Maserati 1966

Russkit Cooper 1966

McLaren Serenissima & M2B 1966



BRM H16 1966

Ferrari 312 1966

Ferrari 312M 1966



Ferrari 1512 1965



Lotus 25 1964



Lotus 33 1965



Tom Anderson Bodies

66 BRM

65 Cooper

67 Cooper Maseratti

64 Ferrari 158

64 Lotus 25

64 Porsche



Frank Taber's concourse Ferrari with Pietro avoid.

Pietro qualified was Dave Grant with a Brabham powered by Cos. Chassis is typical of most cars entered.

Bill Strube drove his rapid Lotus 33 to a double victory.

Fourth place in the main went to John Anderson's Lotus.

Lee Hines had second fastest qualifying time with this Ferrari. The piano wire front axle helps lower C.G. Check that armature.

To lower his C.G., Don Peters uses three pieces of tubular brass ROD on each side of his Ferrari chassis. Tires are Simca's.

ROADRACING POINTS

MIKE MORRISSEY	16
RICK DURKEE	16
TERRY SCHMID	15
RON QUINTANA	14
JOHN CUKRAS	13
BILL STRUBE	10
DOUG HENLINE	6
DAVE GRANT	6
JOHN ANDERSON	5

CONCOURS POINTS

DOUG HENLINE	4
KEN LARIMER	3
JOHN HALE	3
JACK BEERS	3
BRYAN WARMACK	2
KEN EBERT	1
FRANK TABER	1

Lotus 25 by Ken Larimer of Team Russett displays some good made by all concourse entrants. GP drivers don't wear shoulder harnesses. Ken still managed second place in concourse.

ROD & CUSTOM • SEPTEMBER, 1966 / 47

R&C ROAD RACE

THINK BY THE BARREL

The sixth and final round was run at the Rolling Hills Raceway in Torrance. It was fast and exciting.

- 1) Rod & Custom Magazine 1966 Model Car Road Racing Champion Terry Schmidt has grip on R&C trophy & accepts another.
- 2) This will give you an idea of how close the race was after five laps of running.
- 3) Phil Carter's BRM took second place in Concourse. Al Hall was Concourse judge.
- 4) Winner of semi-main was Doug Henline's Team Russett experimental Ferrari.
- 5) Larry Remus won Concourse with 3 liter BRM Grand Prix entry, note engine detail.
- 6) Second quickest qualifier was Dave Grant running a GP Ferrari, knurled shaft.
- 7) Terry Schmidt's main event winning Lotus, powered by a modified Steudlacher motor, Cox pickup and gear, Tim's tires.

72 / ROD & CUSTOM • FEBRUARY, 1967

