

PART 2: Car Standards

Introduction

These Car Standards define the rules competitors and scrutineers need to work with. Competitors may be interested to see the policies which give information from which the BSCRA Competition Rule Committee decide what body shells, motors and chassis will be approved. The policies are available from the BSCRA web site but please remember it is these car standards say what is eligible, the policies are only provided to competitors and scrutineers for background information.

The car standards are divided into rules which apply to all cars (Section A) and separate sections that give the rules that only apply to individual classes (Sections B to H). They are applicable as follows:-

Class 1	1/32 Formula 1	The cars must comply with Sections A and B of these rules.
Class 2	1/32 Sports/GT	The cars must comply with Sections A and C of these rules
Class 3	1/32 Saloon	The cars must comply with Sections A and D of these
Class 4	1/32	The cars must comply with Sections A, and E of these
Class 4A	1/32 Super Production	The cars must comply with Sections A and E of these rules.
Class 5	1/32 Club Team	The cars must comply with Sections A and D of these rules
Class 6	1/24 Open Group 12	The cars must comply with Sections A and F of these rules.
Class 7	1/24 Eurosport	The cars must comply with Sections A and G of these rules.
Class 8	Production	The cars must comply with Sections A and H of these rules.

Part 2 Section A Car Standard applicable to all cars

A1 Only bodies on the appropriate BSCRA approved body list may be used. The bodies may not be modified (unless specified in the approved body list). NOTE The approved body lists are published on the BSCRA web site.

NOTE Manufacturers or suppliers who wish to have new bodies added to the list will submit the bodies to the BSCRA Competition Rules Committee. For more details see the BSCRA body approval policy (available on the BSCRA web site).

A2. Bodies must have major visible appendages, such as lights, intakes, engine detail, etc. must be shown in their correct positions and colours. Clear plastic bodies shall be painted. (This includes painting the body sides). Moulded in wings must be realistic in appearance (either by black dividing lines, shadow, or contrasting colours). Any requirements for specific bodies included in the approved body list are mandatory.

2009/10 Version

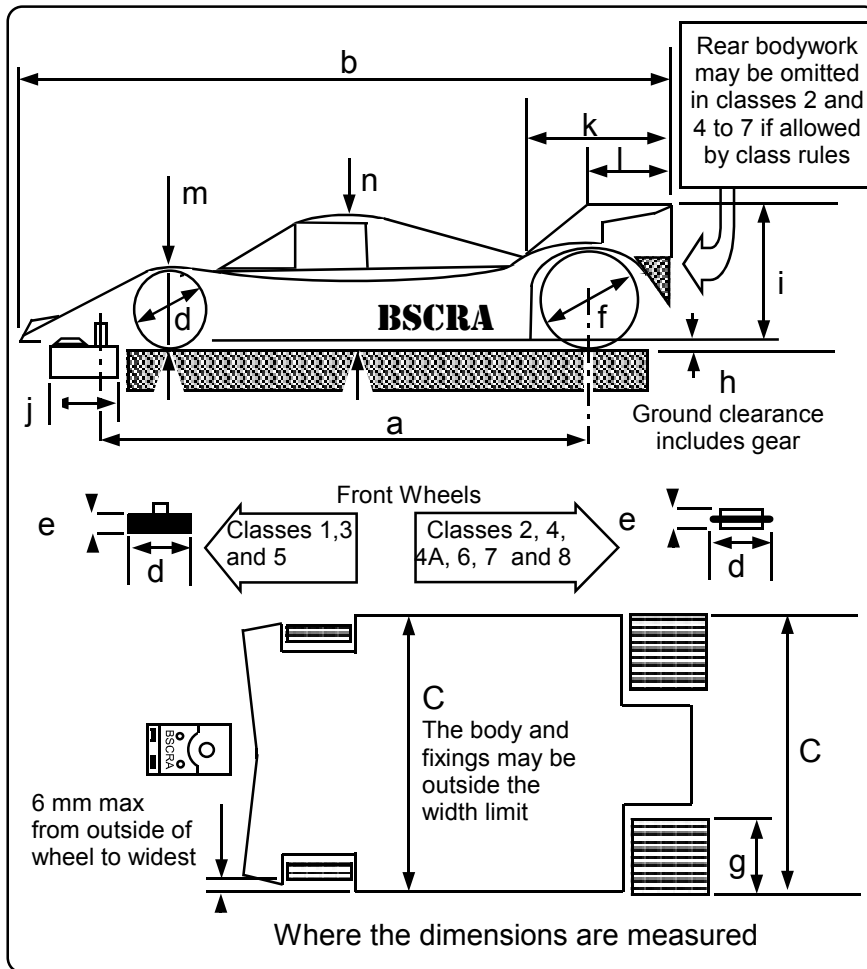
Check your copy has got all the updates

Pages 1 and 3 are the unmodified 2005/6 edition

Pages 2,4,5,6,9,10 and 11 have updates – the bottom of these pages are dated March 2009

Pages 7, 8 and 12 have updates – the bottom of these pages are dated Nov 2008

Pages 8A and 8B were added in Nov 2008



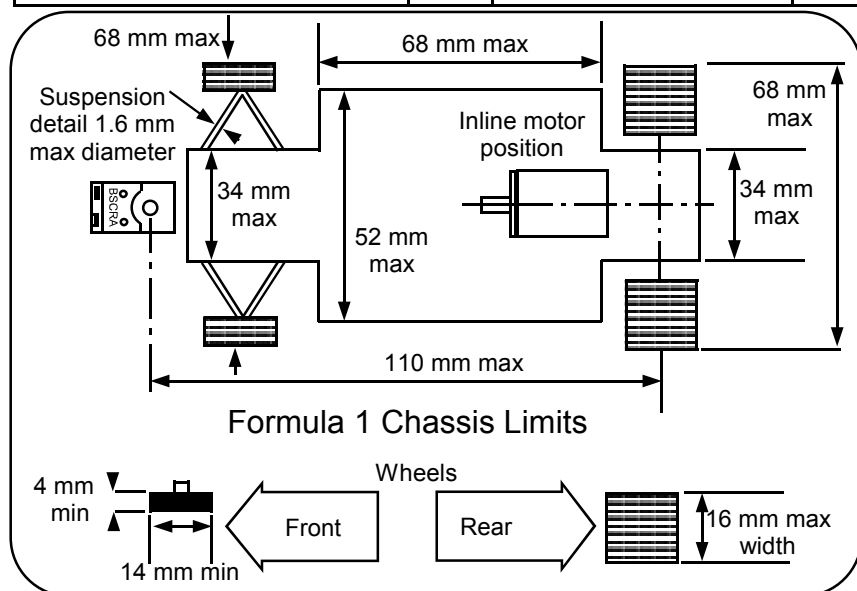
- A3. All cars must have transparent windscreens and windows as found on the prototype.
- A4. All cars must have a driver securely fixed, and consisting of a minimum of head, shoulders, arms and top segment of the steering wheel joining the hands. None of these items may be just painted on.
- A5 The body and fixings may be outside the chassis width limit (but there are some restrictions in Formula 1).
- A6. No projections downwards capable of guiding the car, except for the guide blade, and pick-ups are permitted. Only one guide is permitted. The maximum permitted guide blade length is 25mm.
- A7. The front wheels of all cars must make a minimum angle of 85 degrees with the track. One-piece wheels and tyres shall have the appropriate part black

A8 Ground clearance and minimum tyre diameter rules apply at the start of a race.

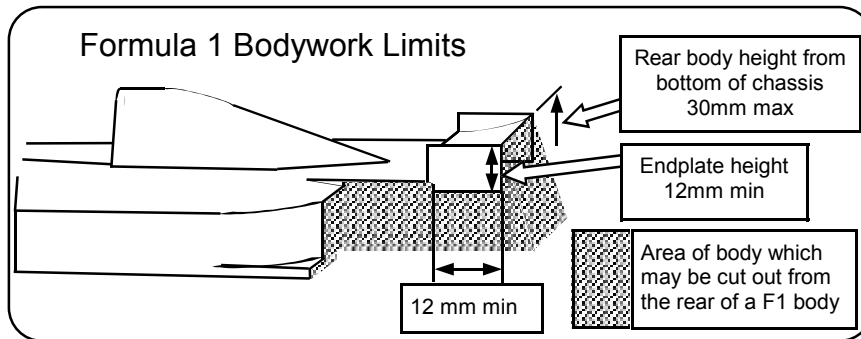
A9. Silicon based tyres are not permitted.

Part 2 Section B: Car Standards Applicable to 1/32 Formula 1 (Class 1)

Maximum guide lead (pivot to rear axle)	110mm	Maximum overall width	68mm
Front tyres	Minimum width	4mm	Minimum diameter
Rear tyre	Maximum width	16mm	(No limit on diameter)
Maximum rear body height	30mm	Min. rear ground clearance	0.5mm



- B1. Rear body details (e.g. gearbox and diffuser) may be omitted.
- B2. No part of the motor, chassis or gears (excluding axles and axle tubes) shall be visible when viewed from above or through the windscreen.
- B3. There is no restriction on the type of drive, chassis or motor that may be used, or which wheels may be driven except that all cars shall be "in-line" i.e. the motor shaft shall be at right angles to the rear axle.
- B4. The maximum width of the chassis is 34 mm except for the section no more than 68mm long between the trailing edge of the rearmost front tyre and the leading edge of the rear tyre where the maximum width is 52 mm. This limitation does not apply to scale engine or exhaust detail or suspension detail as found on the prototype. Suspension detail thicker than 1.6 mm rod or wire may result in disqualification. Suspension detail shall be in the correct position and may not be filled in with lead or other weights. Up to 4 body mounting pins will be allowed outside this 52mm limit.



- B5. Vacuum formed plastic bodysHELLS only are permitted and these shall not exceed 1 mm in thickness at any point. No weights may be attached to the body so as to be outside the chassis width limit. The diagram above shows what can be cut out.
- B6. Front Wheels must touch and roll on the track. Front tyres must be black.
- B7. Unmodified GMS Devil chassis shall be allowed to race in Formula 1. The chassis width, and guide lead rules shall not apply to this chassis, but all other car standards in Sections A and B shall apply.
- B8 The section of extra bodywork either side of the nosecone to cover the chassis shall be painted or marked in black or grey.
- B9 Cars must carry a clearly legible racing number in at least one APPROPRIATE place.

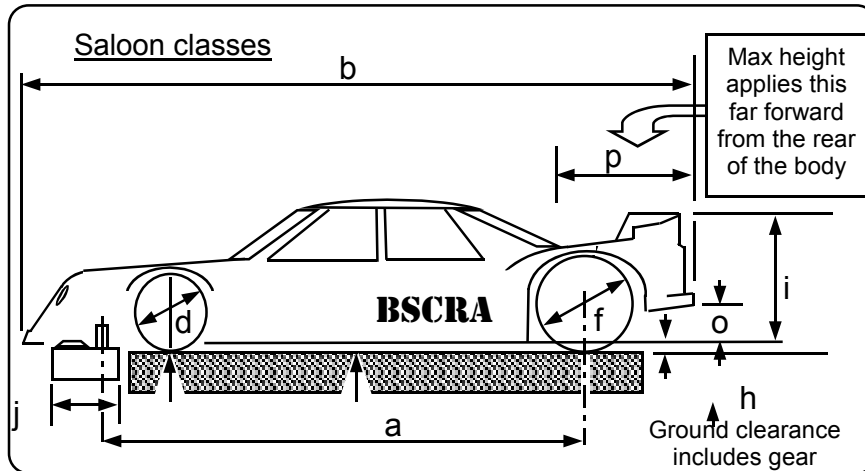
Part 2 Section C: Car Standards Applicable to 1/32 Sports/GT (Class 2)

Maximum guide lead (pivot to rear axle)	105mm	Maximum overall width	64mm
Front tyres	Minimum width – e	0.7mm	Minimum diameter - d
Rear tyre	Maximum width – g	16mm	Minimum diameter - f
Maximum rear body height	32.5mm	(No limit on ground clearance)	

- C1 Where the prototype has closed wheel arches the competitor may choose to cut them out or leave them in. In all other cars all road wheels shall be visible from the side to at least wheel center height. The front wheel arches need not be cut out provided they are left unpainted and the wheels are visible from the side. All road wheels shall rotate. The outside edge of the front wheels shall be within 6mm of the outside of the chassis. Front tyres must be black.
- C2 The rear bodywork may be omitted only where:-
a) The original car did not have rear bodywork. OR
b) The wing is the rearmost part of the bodywork.
- C3 Cars must carry clearly legible racing numbers in at least two APPROPRIATE places.
- C4 No part of the motor, chassis, gears or tyres shall be visible when viewed from above or through the windscreen or windows.
- C5 There is no restriction on the type of drive, chassis or motor that may be used.

Part 2 Section D: Car Standards Applicable to 1/32 Saloon (Class 3)
and 1/32 National Club Team Championship Sports/GT cars (Class 5)
NOTE The difference between these two classes is the bodies, they are identical in other respects.

Maximum guide lead (pivot to rear axle)		107mm	Maximum overall width	64mm
Front tyres	Minimum width – e	4mm	Minimum diameter - d	15mm
Rear tyre	Maximum width – g	16mm	Minimum diameter - f	15mm
Maximum rear body height –i– saloon		30mm	(No limit on ground clearance)	
Maximum rear body height –i– sports/GT		32.5mm		



- D1.1 Where the prototype has closed wheel arches the competitor may choose to cut them out or leave them in. In all other cars all road wheels shall be visible from the side to at least wheel center height. The front wheel arches need not be cut out provided they are left unpainted and the wheels are visible from the side. All road wheels shall rotate. The outside edge of the front wheels shall be within 6mm of the outside of the chassis. Front tyres must be black.
- D1.2 The rear bodywork of Saloon bodies (class 3) , as fitted to the prototype, must not be omitted. The lower edge of the rear bodywork must not be more than 10 mm above the the bottom of the chassis (measured using a recessed tech block across its full width. The Saloon height applies to the rearmost 10mm of the body. The roof may exceed this height. BSCRA may permit specific saloon bodies to exceed the rear body height limit, the approved body list states which bodies may exceed this height limit .
- D1.3 The rear bodywork of Sports/GT (class 5) bodies may be omitted only where:-
a) The original car did not have rear bodywork. OR
b) The wing is the rearmost part of the bodywork.
- D1.4 Cars must carry clearly legible racing numbers in at least two APPROPRIATE places.

D1.5 No part of the motor, chassis, gears or tyres shall be visible when viewed from above or through the windscreen or windows.

D1.6 There is no restriction on the type of drive or chassis that may be used.

D2 Motors

D2.1 Permitted Motors / Manufacturers

D2.1.1 "C" Can Group 12 motors assembled from parts (see below) supplied by the following USRA approved manufacturers only:

Prosport / Champion , RJR, Mura, Koford part no M408 , M408J,

M504A, BOW #229B Magshifter, Viper V506-2 and V506-2L

Parts - Can, Armature, Magnets, Endbell, Brush gear

D2.1.2 Mixing of manufacturer's parts is allowed.

D2.2 Permitted Motor Modifications:

D2.2.1 Free choice of screws, brushes and springs

D2.2.2 Brushes may be shunted

D2.2.3 Free choice of plain bearings for endbell

D2.2.4 Free choice of bearings (plain or ballrace) for can

D2.2.5 Magnets may be honed

D2.2.6 Magnets may be shimmed

D2.2.7 Magnet springs may be removed

D2.2.8 The magnet (axle side) may be notched to allow axle clearance

D2.2.9 The can (axle side) may be notched to allow axle clearance and the can may be braced on the axle side

D2.2.10 Material may be removed from the endbell and brush gear to allow chassis clearance

D2.3 Armature Specification

D2.3.1 Group 12 – minimum diameter 0.510", maximum diameter 0.518"

D2.3.2 Armatures may be reconditioned but not resized. Reconditioning includes, cleaning, dying, commutator truing and rebalancing

D2.3.3 Armature shaft may be shortened.

Part 2 Section E: Car Standards Applicable 1/32 Production (Class 4) and 1/32 Super Production (Class 4A)

NOTE The difference between Production and Super Production is the motor (See E3 and E4) they are identical in other respects.

Maximum rear body height –ii	32.5mm	Maximum overall width	64mm	
Front tyres	Minimum width – e	0.7mm	Minimum diameter - d	12.7mm
Rear tyre	Maximum width – g	16mm	Minimum diameter - f	15mm
(Guide lead determined by standard chassis)		(No limit on ground clearance)		

- E1.1 Where the prototype has closed wheel arches the competitor may choose to cut them out or leave them in. In all other cars all road wheels shall be visible from the side to at least wheel center height. The front wheel arches need not be cut out provided they are left unpainted and the wheels are visible from the side. All road wheels shall rotate. The outside edge of the front wheels shall be within 6mm of the outside of the chassis. Front tyres must be black.
- E1.2 The rear bodywork may be omitted only where:-
a) The original car did not have rear bodywork. OR
b) The wing is the rearmost part of the bodywork.
- E1.3 Cars must carry clearly legible racing numbers in at least two APPROPRIATE places.
- E1.4 No part of the motor, chassis, gears or tyres shall be visible when viewed from above or through the windscreen or windows.

E2 Permitted Chassis (both classes) :

E2.1 The following chassis only may be used:

- Eurotoy II
- Parma International 32
- GM Demon
- TWP "Euro toy"
- CMG Slots
- JK X32 2 piece chassis

E2.2 Permitted chassis modifications

- E2.2.1 Rear axle bearing holes may be enlarged to aid oilite fitting / location
- E2.2.2 Rear axle bearings may be soldered or glued in place
- E2.2.3 The body may be secured to the chassis in up to four positions. For this purpose only, up to four pin tube pieces may be added by gluing or soldering to the chassis, in or vertically above the positions intended by the chassis design.
- E2.2.4 The motor bracket hole may be enlarged for motor bearing clearance but the outside profile of the bracket shall remain unchanged
- E2.2.5 Lead ballast may be added by gluing to the top side of the chassis only
- E2.2.6 Front wheels may be fitted in any way in order to conform to the dimensional requirements of the class i.e. positioning relative to the outside of the chassis
- E2.2.7 The rear axle bearing supports may be braced with piano wire (glued or soldered) but no bracing shall extend beyond the rear of the chassis
- E2.2.8 The motor bracket may be braced with piano wire (glued or soldered) but no bracing shall extend outside the chassis
- E2.2.9 The motor may be fixed in place with piano wire braces (glued or soldered)
- E2.2.10 GM Demon - The tags at the front of the pan section may be bent from vertical to horizontal
- E2.2.11 GM Demon - A wire brace may be soldered across the pan upstop. This wire must be a single straight piece of piano wire a maximum of 1.6mm diameter and maximum 22mm in length and may be soldered to the side rails only
- E2.2.12 GM Demon and Parma International 32 - The front axles may be cranked and

pass through the holes pivoting the pans.

E2.2.13 Eurotoys - The chassis screws may be fixed in place with glue or solder

E2.3 Chassis Construction Restrictions

E2.3.1 Solid rear axle only

E2.3.2 Plain axle bearings only. Maximum of two allowed

E2.3.3 The minimum axle height when measured from the underside of the chassis to the top of the axle shall be 8.4mm on cars with 2mm axle, 8.6mm on cars with 3/32" axle and 9mm on cars with 1/8" axle

E2.3.4 Original method of joining the two chassis pieces together shall be used

E2.3.5 Nothing is allowed to be added to the chassis in front of the forward most part of the motor unless otherwise stated in section E.2.2.

E2.3.6 The original motor bracket in its original position must be used driving gearing on the intended side

E2.3.7 JK X32 chassis for Super Production class: A small amount of material may be removed to facilitate installation of Wasp/Hornet Super Production motors as follows

(A) The front and rear edges of the motor hole may be chamfered to match the side profile of the motor can/endbell as long as the bottom edge of the hole is not extended forward or backwards.

(B) A small amount of material may be removed from the lower flange of the right hand rear bearing holder, to clear the brush gear of the motor.

(C) The left hand end of the motor hole, looking forwards from above, where the can end of the motor is mounted, may be trimmed slightly to allow the can to fit squarely and provide further clearance at the brush gear

(D) The motor brush hoods and springs may have a small amount of material removed to provide clearance to the chassis.

(E) For avoidance of doubt, a chassis with these minor modifications may also be used with a Falcon motor installed, for Production class (i.e. there is no need to buy another one just to enter a Falcon race).

E2.3.8 JK X32 chassis for Production or Super Production : The 64mm width regulation applies in these classes. Due to the manufacturing techniques, chassis may be delivered with the pan spread slightly at the rear so as to exceed the 64mm limit. The following methods only, are permitted to rectify this:

Any or all of;

(A) Take the pan off, squeeze it inwards so it meets the 64mm width limit, deburr the lateral stops on pan and centre section and correct their bends to 90 degrees then refit the pan.

(B) Material may be removed from the pan edges so as to bring the chassis within the width limit. Material removal shall be from the horizontal flat edges only, the body mount flanges shall not be modified.

E2.3.9 The manufacturing processes of some chassis mean that some parts are delivered with quite sharp edges. It is permissible to deburr these edges. This must not result in excessive material removal and any such edge radius must not exceed 25% of

the sheet material thickness.

E3 1/32 Production (Class 4) -

Motors E3.1 Permitted Motors

E3.1.1 JK Falcon

E3.1.2 This is a sealed motor. Any evidence of tampering i.e. opening, internal / external modification will deem the motor ineligible

E3.2.2 Permitted Motor Modifications

E3.2.2.1 Armature shaft may be shortened

E4 1/32 Super Production (Class 4A) -Motors

E4.1 Permitted Motors / Manufacturers E4.1.1 Complete "C" can motors supplied by the following USRA approved manufacturers only: Proslot, RJR, Mura , BOW "Magshifter" Stinger, Viper V594-2 and V594-2L, Koford

E4.1.2 No mixing of manufacturer's parts is allowed.

E4.1.3 Parma and Slotworks 16d, super 16d are also permitted. (Please note the policy for this type of motor is under review)

E4.1.4 Motors eligible for Production (Class 4)- (see above) are also eligible for Super Production (Class 4A)

E4.2 Permitted Motor Modifications:

E4.2.1 Free choice of screws, springs and brushes

E4.2.2 Brushes may be shunted

E4.2.3 Free choice of plain bearings for endbell

E4.2.4 Free choice of bearings (ball race or plain) for can

E4.2.5 Magnets may be honed

E4.2.6 Magnet springs may be removed

E4.2.7 It is accepted that can to endbell screws may be changed for other types or completely omitted as long as no significant performance change results. This is often done to salvage worn holes or to provide chassis clearance. The following are permitted;

(A) 'Pin tabs' may be replaced by screws (applicable to older Mura motors)

(B) Screws may be made of any material and of any thread and head profile.

(C) Holes may be enlarged or countersunk sufficiently to accommodate the screw.

E4.2.8 The motor brush hoods and springs may have a small amount of material removed to provide clearance for the JK X32 chassis.) Motors modified in this way can be used on other chassis.

E4.3 Armature Specification

E4.3.1 Wasp, Hornet, Super Wasp – minimum diameter 0.510", maximum diameter 0.518"

E4.3.2 Armatures may be reconditioned but not resized. Reconditioning includes, cleaning, dying, commutator truing and rebalancing

E4.3.3 Armature shaft may be shortened

End of 1/32 Classes

Part 2 Section F: Car Standards Applicable to 1/24 Open Group 12 (Class 6)

Maximum overall length - b	200mm	Maximum overall width	83mm
Front tyres (No limit on width)	No limit	Minimum diameter - d	12.7mm
Rear tyres Maximum width – g	21mm	(No limit on diameter)	No limit
Maximum rear body height – i	38mm	Minimum rear ground clearance - h	0.5mm

F1.1 Where the prototype has closed wheel arches the competitor may choose to cut them out or leave them in. In all other cars all road wheels shall be visible from the side to at least wheel center height. The front wheel arches need not be cut out provided they are left unpainted and the wheels are visible from the side. All road wheels shall rotate. The outside edge of the front wheels shall be within 6mm of the outside of the chassis.

F1.2 The rear bodywork may be omitted

F1.3 The body must be painted in at least 2 different colours

F1.4 Cars must carry clearly legible racing numbers in at least two APPROPRIATE places.

F1.5 No part of the motor, chassis, gears or tyres shall be visible when viewed from above or through the windscreen or windows.

F1.6 Gears are free, but they must not protrude below the underside of the chassis.

F1.7 There is no restriction on the type of drive or chassis that may be used

F.2 Motors

F2.1 Permitted Motors / Manufacturers Only “C” Can Group 12 motors using any USRA approved C can motor components from the following manufacturers are permitted

Proslot / Champion, RJR, Mura, Kelly / Red Fox, Camen/TWP
Koford M408, M408J, M504A and earlier Koford "Feather",

Hershman / Fastones, BOW #229B Magshifter, Cahozo 230 & 231, Kamen K101, Viper V506-2 and V506-2L

F.2.2 Permitted Motor Modifications

F2.2.1 Free choice of screws, springs and brushes

F2.2.2 Brushes may be shunted

F2.2.3 Free choice of bearings (plain or ballrace) for endbell

F2.2.4 Free choice of bearings (plain or ballrace) for can

F2.2.5 Magnets may be honed

F2.2.6 Magnets may be shimmed

F2.2.7 Multiple magnets may be used.

F2.2.8 Magnet springs may be removed

F2.2.9 Magnets may be cut down in height and shortened

F2.2.10 The magnet (axle side) may be notched to allow axle clearance

F2.2.11 The can (axle side) may be notched to allow axle clearance and the can may be braced internally on the axle side.

F2.2.12 Material may be removed from the endbell and brush gear to allow chassis clearance

F2.2.13 Aluminium endbells may be used

F2.3 Armature Specification

F2.3.1 Group 12 – minimum diameter 0.500", maximum diameter 0.518"

F2.3.2 Armatures may be reconditioned but not resized. Reconditioning includes, cleaning, dying, commutator truing and rebalancing

F2.3.3 Armature shaft may be shortened

Part 2 Section G Car Standards applicable to 1/24 Euro sport (Class 7)

Maximum overall length - b	200mm	Maximum overall width	83mm
Front tyres (No limit on width)	No limit	Minimum diameter - d	12.7mm
Rear tyres Maximum width – g	21mm	(No limit on diameter)	No limit
Maximum rear body height – i	38mm	Minimum rear ground clearance - h	0.5mm

G.1 Where the prototype has closed wheel arches the competitor may choose to cut them out or leave them in. In all other cars all road wheels shall be visible from the side to at least wheel center height. The front wheel arches need not be cut out provided they are left unpainted and the wheels are visible from the side. All road wheels shall rotate. The outside edge of the front wheels shall be within 6mm of the outside of the chassis.

G.2 The rear bodywork may be omitted

G.3 The body must be painted in at least 2 different colours

G.4 Cars must carry clearly legible racing numbers in at least two APPROPRIATE places.

G.5 No part of the motor, chassis, gears or tyres shall be visible when viewed from above or through the windscreen or windows.

G.6. Gears are free, but they must not protrude below the underside of the chassis.

G.7 There is no restriction on the type of drive, motor or chassis that may be used

Part 2 Section H Car Standards applicable to 1/24 Production Saloon (Class 8)

H1 General and Dimensions

Maximum overall length - b	200mm	Maximum overall width	83mm
Front tyres (No limit on width)	No limit	Minimum diameter - d	15mm
Rear tyres Maximum width – g	21mm	(Minimum diameter restricted by axle height limit in rule H2.3.3)	
Maximum rear body height –i	35mm	Minimum rear ground clearance - h	0.5mm

- H1.1 Where the prototype has closed wheel arches the competitor may choose to cut them out or leave them in. In all other cars all road wheels shall be visible from the side to at least wheel center height. The front wheel arches need not be cut out provided they are left unpainted and the wheels are visible from the side. All road wheels shall rotate. The outside edge of the front wheels shall be within 6mm of the outside of the chassis.
- H1.2 The body must be painted in at least 2 different colours
- H1.3 Cars must carry clearly legible racing numbers in at least two APPROPRIATE places.
- H1.4 No part of the motor, chassis, gears or tyres shall be visible when viewed from above or through the windscreen or windows.
- H1.5 The height of the body when measured from the bottom of the chassis (measured using a recessed tech block) shall be either.-
(a) A minimum of 15 mm to the top of the vertical part of the moulded front wheel arch. OR
(b) A minimum of 18 mm to the centre of the bonnet over the front wheel centre line.
- H1.6 The rear bodywork, as fitted to the prototype, must not be omitted. The lower edge of the rear bodywork must not be more than 15 mm above the bottom of the chassis (measured using a recessed tech block) across its full width.. The Saloon height applies to the rearmost 15mm of the body. The roof may exceed this height. BSCRA may permit specific saloon bodies to exceed the rear body height limit, the approved body list states which bodies may exceed this height limit .
- H1.7 The front wheels shall be rigid.
- H1.8 Gears are free, but they must not protrude below the underside of the chassis.

H2 Permitted Chassis

- H2.1. Only the following metal chassis of one material are permitted.:-
Parma Flexi car, Parma Flexi-2, Parma Flexi-3 and Parma Flex 4
Trinity Spyder' (with or without guide loop)
Champion Astro and Champion Turbo Flex
JK. Cheeta and JK X24 2 piece chassis
RJR Storm
Mossetti Titan and the Mossetti Titan SS
ProSlot SpeedFX (including PS-5000 and PS-5001
SpeedFX C and D-Can Chassis, PS-5002 and PS-5003 standard
and medium steel pans BUT NOT the aluminium pans (PS5004))

H2.2 Permitted Chassis Modifications

- H2.2.1 Rear axle bearing holes may be enlarged to aid oilite fitting / location
- H2.2.2 Rear axle bearings may be soldered or glued in place
- H2.2.3 Up to four pin tube locations for body mounting may be added by gluing or soldering, in or above the original positions
- H2.2.4 The motor bracket hole may be enlarged for motor bearing clearance but the outside profile of the bracket shall remain unchanged

- H2.2.5 Lead ballast may be added by gluing (or soldering) to the top side of the chassis only
- H2.2.6 Front wheels must be rigid and have a minimum diameter of 15mm. Front wheel retainers may be soldered in place
- H2.2.7 Front axle may be soldered or glued at chassis mounting points
- H2.2.8 The rear axle bearing supports may be braced with piano wire or steel 'U' bracket (glued or soldered)
- H2.2.8 The motor bracket may be braced with piano wire or steel 'L' piece (glued or soldered) and used for the purpose intended i.e. to mount the motor to drive gearing to the intended side via a pinion fixed to the armature shaft at the can end of the motor
- H2.2.9 The motor may be fixed in place with piano wire braces (glued or soldered)
- H2.2.10 Parma FlexiKar and Parma 2 – Hot wing permitted
- H2.3 Chassis Construction Restrictions
 - H2.3.1 Solid rear axle only
 - H2.3.2 Plain axle bearings only. Maximum of two allowed
 - H2.3.3 The minimum axle height when measured from the underside of the chassis to the top of the axle shall be 8.4mm on cars with 2mm axle 8.6mm on cars with 3/32" axle and 9mm on cars with 1/8" axle
 - H2.3.4 Original method of joining the two chassis pieces together shall be used
 - H2.3.5 No bracing is allowed in front of the forward most part of the motor unless otherwise stated in section H2.2
 - H2.3.6 The original motor bracket in its original position must be used driving gearing on the intended side

H.3 Motors

- H3.1 Permitted Motors / Manufacturers
 - H3.1.1 Only complete "C" can motors supplied by the following USRA approved manufacturers (and the motors in H3.1.3) are permitted:
Proslot / Champion , RJR, Mura, Koford M408 , M408J, M504A, BOW #229B
Magshifter, Viper V506-2 and V506-2L
 - H3.1.2 No mixing of manufacturer's parts is allowed.
 - H3.1.3 16d / Super 16d and Falcon motors may be allowed at the organiser's discretion.
(Please note the policy for "D" can motors is under review.)
- H3.2 Permitted Motor Modifications
 - H3.2.1 Free choice of screws, springs and brushes
 - H3.2.2 Brushes may be shunted
 - H3.2.3 Free choice of plain bearings for endbell
 - H3.2.4 Free choice of bearings (ball race or plain) for can
 - H3.2.5 Magnets may be honed
 - H3.2.6 Magnet springs may be removed
- H3.3 Armature Specification
 - H3.3.1 Group 12 – minimum diameter 0.510", maximum diameter 0.518"
 - H3.3.2 Armatures may be reconditioned but not resized. Reconditioning includes,