

GUIDELINES for
Vintage Ninco
22 January, 1999

Requirements for all cars

- 1) All cars will run stock Ninco NC1 motors (Black Paper Rapped)
- 2) Ninco stock gearing 9-tooth pinion, 27-tooth crown
- 3) No Magnets
- 4) Silicone Tires or Stock Rubber Tires
 - a) Vintage cars run Indy Grip Classics cut to (7mm (.280)) Equivalent Silicone tires
- 5) Rear Axle must be left in stock position
- 6) Guide Shoe can not be altered
- 7) Body or chassis may not be cut or trimmed to make lighter
- 8) No crown gears with set screw
- 9) Only Fly, Ninco, SCX, ProSlot, and Scalextric braids can be used
- 10) No sanding the front tires
- 11) Hard bodies only (Plastic, Fiberglass type bodies only)
- 12) Plastic chassis only from Ninco, MRRC, and so on

Options you can do

- 1) Weight can be added
 - a) Weight must be inside the car
 - b) Porsche 356A can have weight added to the recessed area on side pans
- 2) Diode can be removed
- 3) Rims can be glued to axle
- 4) Replace rims if needed
- 5) Tires can be glued on rims
- 6) Cars can be repainted
- 7) Cars can have new or different decals
- 8) Trim paper from vent holes on the motor
- 9) Any 3/32 axle from Fly, SCX, Scalextric, ProSlot, or Ninco is allowed
- 10) Changing rims from manufacture to manufacture is allowed (Plastic ONLY)
- 11) Oil lights can be glued in place (Stock Position)
- 12) Oil lights can be changed from nylon to Ninco Brass
- 13) Burrs from crown gear, pinion and rims can be removed but this can not make gears smaller
- 14) Polishing axles is allowed
- 15) Taking out side play in front axle with spacers is allowed
- 16) Body mounting tubes can be sleeved
- 17) You may put on the rear tire Devcon Silicone Adhesive or equivalent.

-----Any other car from SCX, Fly, Scalextric, ProSlot, and others in GT1, Sedan, and Vintage fitted with Ninco NC-1 Motor Bracket and Ninco NC-1 Motor or NC1 end bell conversion, with plastic pan, full interior, and equal weight can race in the approved class. The car has to be **APPROVED** first before it can race.