

# NINCO WORLD CUP SUPER GT 2006



## **What is the NINCO WORLD CUP SUPER GT?**

The NINCO WORLD CUP SUPER GT is an international championship organized by NINCO, one of the most important worldwide slot hobbyist manufacturers. Teams from all over the world race with the most popular 1:32 slot cars in order to select the 16 best ones. They will compete at the grand final to win the championship.

## **Who can participate in the competition?**

All countries can organize their own preliminary championship. Everyone is invited to take part. Teams must have three drivers. The grand final will have one team per country. Only the country which organize the final could have more than one team.

## **What is the championship format?**

The NINCO WORLD CUP is a six hours endurance race. The preliminary championship could have other formats: 2, 6, 12 or 24 hours endurance. Cars allowed will be the Mosler MT 900 R by NINCO according to the technical regulation.

## **Location of the final of the 2006 Championship**

The final will be located in Verona (Italy). The NINCO WORLD CUP will be one of the most important activities of the Model Expo Italy (Verona), the most popular fair open to hobby enthusiasts in Italy. Dates are 2<sup>th</sup> and 3<sup>rd</sup> December.

## **NINCO Racing warranty**

The championship has the recognized NINCO warranty. The NINCO Racing Dept. has more than 10 years of experience organizing all kinds of races all over the world. The most popular is the Rallyslot NINCO RACC-Catalunya, where 500 drivers race during four days to win the title of rallyslot 1:32 World Champion.



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## What about the last World Cup?

The 2005 race was in Barcelona. The NINCO WORLD CUP SUPER GT was the main activity of the Saló del Hobby, a fair visited by more than 40,000 people. Most of them spent part of their visit watching this spectacular slot race.

## Who were the finalists?

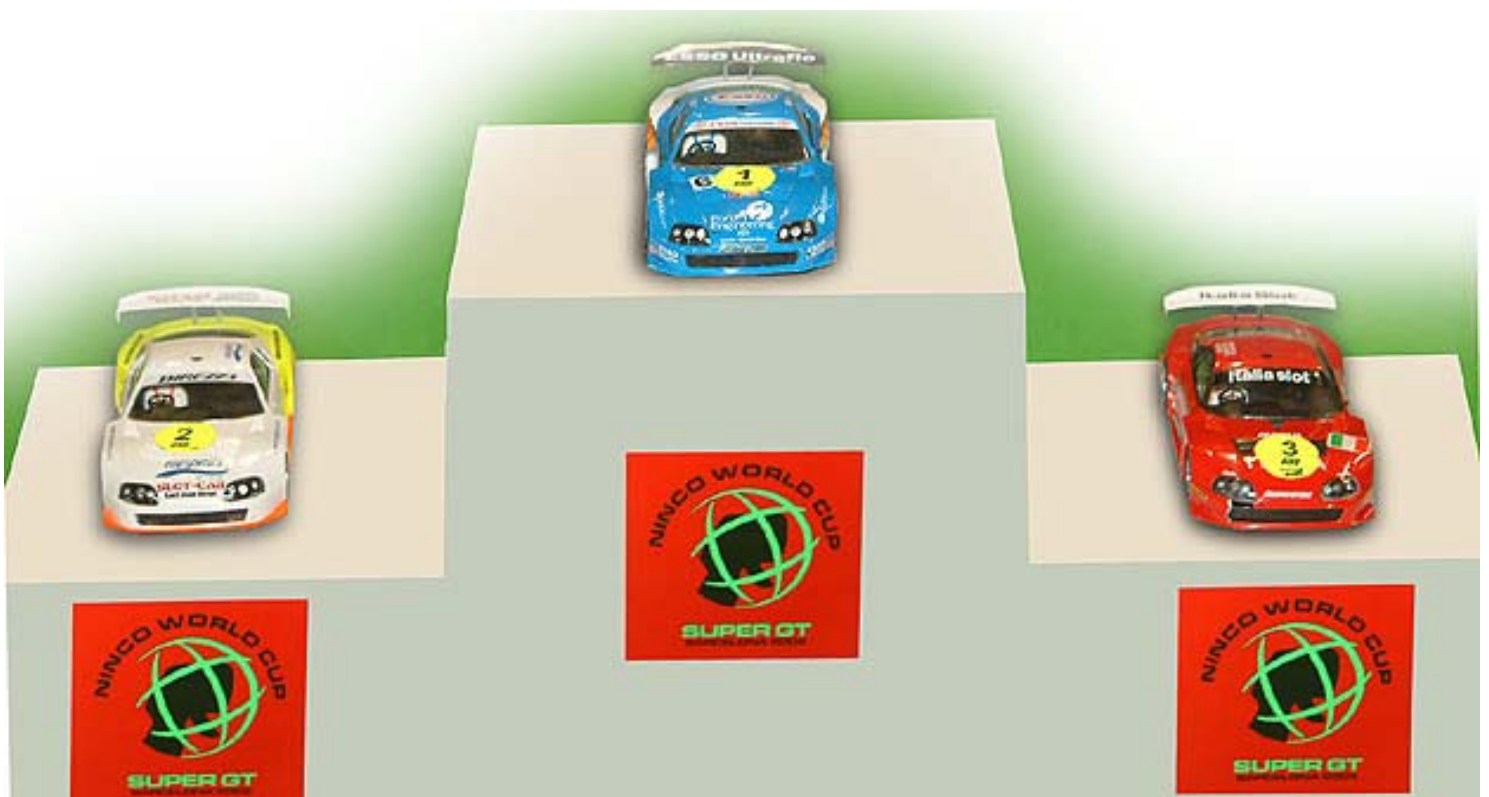
Portugal, U.K., Italy, France and Spain (8 teams) were the best teams. At the end, the winner was a team from Spain, 'Slotmania', second was 'Slot Car Mospmis' (Spain) and third the 'Italia Racing Team' (Italy).

## How was the circuit layout?

It was a pillow layout 6 lane track with the main straights joined. A very technical circuit because after the large straight there was different curves, to right and to left, with different radius.

## And the cars?

As a Super GT race, cars allowed were Toyota Supra and Honda NSX. Finally, all teams tried the Supra. Cars featured the NINCO ProRace components. The organisers provided a light kit and the NC-6 motor.



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## What are the 2006's Race details?

Event: **Model Expo Italy** (Verona)  
Dates: 2 and 3 December 2006

Verona is an ancient town, in the Veneto area of Northern Italy. The ancient town, and the centre of the modern city, are in a loop of the Adige River near Lake Garda. Verona is the setting of the story of Romeo and Juliet, made famous by William Shakespeare. The balcony of Juliet is one of the most visited places of the city.

Distances from other cities:

Milano: 165Km

Bergamo: 115Km

Venecia: 120Km

## How to arrive by train...

Main station Verona Porta Nuova

Railway lines: Milan-Venice, Bologna-Brennero and Verona-Mantova-Modena

For information on railways, tel. and fax 045.8000861

## Airports...

Catullo airport of Verona/Villafranca (12 km away)

D'Annunzio airport of Brescia/Montichiari (52 Km away)

<http://www.aeroporto.verona.it/> Tel. e fax 045.8619163

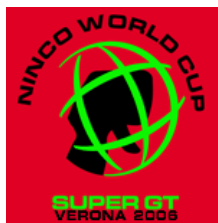
## By car...

National Roads 11, 12, 62, 434

A4. A22



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**Final:** 6 hour race

**Car:** Mosler MT 900 R by NINCO

**Teams:** 16 (3 drivers in each) (Pre-selected by countries)

**Mix:** 6/8 Italians 8/10 Internationals

**Timetable**

Saturday

10:00 to 13:00 free practice

15:00 to 16:30 free practice

17:00 to 18:00 Super Pole

Sunday

10:30 to 16:30 Final

**When must qualifying rounds be undertaken ?**

It depends on each country. The NINCO distributor should contact the main slot racing clubs of its country in order to arrange the best date and location. From July to November, every distributor can do whatever they consider the best way to select the team classified to the final at Verona. From 4 to 8 hours races would be ok.

**An example....**

The Spanish team will be selected during the celebration of the '12 Hores de Banyoles', July 22th and 23th. Teams can race with Supra, NSX, 350Z and Mégane Trophy.

**Next you will find the regulations of the NINCO WORLD CUP 2006.**

Any doubts or suggestions, please contact:

Juanma Muraday

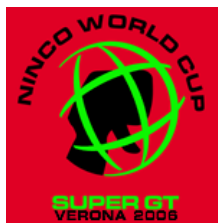
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## INTRODUCTION

**REGULATIONS:** Participation in the race involves accepting the sporting and technical regulations.

**INTERPRETATION:** Unanticipated events and queries about the interpretation of the sporting and technical regulations shall be resolved by the Race Management.

## SPORTING REGULATIONS

**1.- REPAIRS:** Repairs must be made and tires changed during rounds, in the presence a member of the Organization and in the place indicated for the purpose, never during the time tracks are changed or in any other place.

**2.- DRAW:** In the event of a draw in race minutes and seconds, the team's best round in number of laps will be consulted and, if there is still a draw, the second best, and so on successively.

**3.- TECHNICAL BREAKDOWNS:** In the event of a problem with the track, the race will halt until it has been repaired. Race Management shall determine how the race will proceed and whether it is necessary to compensate the affected team. In the event of the race stopping and then it turning out to have been a problem with the control or the car of the pilot who requested the halt, the pilot's team will be penalized in line with the matters set out in point 5 of these regulations.

**4.- CLAIMS:** If a registered team wishes to formalize a claim as a result of a check on a participating car, or because they feel that the current regulations have been applied unjustly or not applied, they should register a written complaint signed by the team members with the Race Organization. Complaints must be accompanied by a deposit of 30 euros and be formalized within 30 minutes after the race ends. If the claim is found to be valid, the deposit shall be returned.

**5.- BREACHES AND PENALTIES:** To guarantee the same disciplinary criteria for all participants, the following penalties are established for breaches of both a sporting and technical nature:

### 5.1. Sporting Breaches.

#### A) Minor Breaches:

Breach	Qualifying rounds	6 Hours
Unjustified delay in presenting the car to be checked	Warning/1 lap per minute	Warning/3 laps per minute
Not having the accreditation or not being accredited on the premises	Warning/2 laps	Warning/5 laps
Stewarding deficiencies (sleeping, using the mobile phone, etc.)	Warning/2 laps	Warning/5 laps
Repeatedly bothering rival pilots	2 laps	5 laps

#### B) Serious Breaches:

Breach	Qualifying rounds	6 Hours
Not stopping to replace aileron or other compulsory part	4v + no current.	10v + no current
Not appearing in the steward's position	4v + no current.	10v + no current
Causing the race to stop for unjustified cause	5 laps	15 laps
Not respecting the proportion between pilots in team relief members	Laps of the breaching relief members do not count	

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## C) Very Serious Breaches:

Breach	Qualifying rounds	6 Hours
Lack of politeness and/or respect towards other participants or Organizers	Exclusion	Exclusion
Breach of the rules on eating, drinking or smoking	Exclusion	Exclusion

## 5.2 Technical Breaches.

- A) **Minor Breaches:** The penalty for minor breaches consists of a warning and the rectification of the defect when the car is presented for checking:
- Oversized axles
  - Non-authorized wheels or wheels without hubcaps
  - Assembly of a non-authorized part
  - Body that exceeds series weight by more than 5 grams.
  - Uncovered or incomplete wires.
- B) **Serious Breaches:** The penalty for serious breaches consists of 5 penalty laps in the qualifying round and 15 laps in 6-hour races and there shall be no warning:
- Failure to rectify any minor defect observed and warned about at the check.
  - Presenting a car for checking with three or more minor defects.
  - Handling a car outside the repair place during the race or outside the race time (between rounds).
  - Manipulated body or chassis.
- C) **Very Serious Breaches:** The penalty for very serious breaches is immediate exclusion from the race, although the Race Organizers are free to commute this to allowing the team to participate but without any qualification being noted:
- Non-regulation or treated tires
  - Accumulation of two serious breaches (sporting and technical).
  - Replacement of body.

**6.- TEAM COMPOSITION:** Teams should be composed of a minimum of 2 and a maximum of 3 pilots. They should include the following:

• **PILOT:** All the team members should have a go at being the pilot. A team's pilots must drive the same number of rounds, except where the Organizers say otherwise and there should never be more than two rounds' difference between the pilot who drives the most and the pilot who drives the least. The team is free to determine the order and must previously notify Race Management to facilitate pilot identification and control compliance of this regulation. Failure to observe this proportion shall lead to the invalidity of the breaching relief members, except in the event of *force majeure*, in which case the Organizers may decide to award special permission to breach this rule. The pilot must not leave the pilot position without authorization from the Organizers, except to carry out mechanical work in the case of two-person teams. Other team members may not enter the pilot area, to prevent against behavior that might bother rival pilots.

• **STEWARDED FUNCTIONS:** All participating pilots should also, when required by Race Management, carry out stewarding functions. Only pilots may do so.

Stewarding **functions** are as follows:

Place cars that have had an accident back on the track.

Change lanes after each round.

Remove remains from the track of cars that have been in an accident, or objects that might interfere with normal race development.

Observe the following protocol for the placement of vehicles:

The steward should warn participants out loud that an accident has occurred in his or her area of responsibility and take particular care to warn the pilots of the affected tracks.

Cars involved in the accident shall then be removed so they do not obstruct the other participants.

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Cars shall be returned to the track, with the vehicle that caused the accident being the last one placed.

To place the cars, the steward should ensure no other vehicle is approaching which could be affected by the steward's intervention.

Vehicles that have had an accident shall always be positioned on the first straight run following the accident site, at a minimum distance of 30 centimeters from the last curve.

- **CAPTAIN:** Each team shall appoint a captain before the race begins, who shall be the team spokesperson before the Organizers and the person immediately responsible for the acts of his or her teammates. The captain shall be the team's only valid spokesperson and shall be the person called for the check, along with the mechanic, etc.

- **MECHANIC:** Any of the team pilots can do the work of the mechanic. In meeting these functions, the mechanic may only access the pit lane to provide technical assistance to the vehicle. If it happens that the mechanic is piloting the vehicle, he or she may be replaced by a teammate or, in the case of two-person teams, may stop driving.

## TECHNICAL REGULATIONS

**7.-INTRODUCTION:** 1:32 scale car models that reproduce cars from the GT Japan Series (Super GT Series) and the Eurocup Mégane Trophy from the Ninco brand may participate. At the time of publication of these regulations, this meant:

- Honda NSX -Toyota Supra -Nissan 350 Z -Renault Mégane Trophy

**8.-BASIC RULES FOR PARTICIPATION:** The car model chosen by a team to compete in the qualifying rounds should be the same as for the race, although it does not have to be the same unit.

The race shall be run at a voltage of 12 to 14 V, to be determined by the Organizers before the free training sessions begin.

No car, body or chassis shall be allowed to enter if it has participated in the same race in a previously contested round. Similarly, no pilot shall be admitted who, having already raced with a team in a previous round, now tries to do so as part of another team in a later round of the same race. Also, a pilot whose team did not qualify may not later join another team that did qualify for the final.

**9.- CONTROLS.** The connection shall be as indicated in advance in the particular rules of each race and effectuated using 'bananas'. Any control type on the market may be used, so long as it does not include electronic parts that boost the power delivery to the car. Race Management is free to check the controls at any time during the race. Electronic controls are allowed.

**10.- ENGINE:** The engine can be fixed to the chassis with tape and/or glue, but without excesses. Also, the use of screws appropriate to the bedplates may be used. Engines shall be provided by the Organizers and assigned by a draw among the participating teams. The engine selected for the race is the Ninco Speeder NC-6.

**11.- OFFICIALLY AUTHORIZED MATERIAL:** The only officially authorized material is Ninco material and is established in each case on the technical sheet for each particular car.

**12.- BODY:** Rigid, strictly series, with all compulsory parts to start or stay in the race, which shall be determined on the technical sheet for each model. The aileron must always be clean: it may be pasted and even fixed to the body using adhesive tape (only if the vehicle breaks during the race and so long as it does not damage vehicle aesthetics). In the event that this occurs, it shall be necessary to stop as soon as possible to position the replacement without needing a warning from Race Management. The body may be painted and decorated as you

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like, but transparent and translucent bodies shall not be admitted, and nor shall bodies painted inside. All bodies should have a minimum weight of 15 gr.

**13.- CHASSIS:** strictly series and supplied by the manufacturer with the car or as a spare part for the model. No modification to any chassis part is allowed. However, you may replace the screws that hold the chassis to the body with any other type found on the market and they may be loosened to allow the body to rock over the chassis.

**14.- TIRES :** The rear tires shall be Ninco Pro Race Shore 25 20.5 x 11.5 provided by the Organizers. The front tires should meet the following conditions:

**14.1.-** Free choice within the tires marketed by Ninco Slot 1:32 except F1. Should be black rubber and cover the full wheel tread.

**14.2.-** May be filed, lowered or drawn on, so long as they can be recognized and are round.

**14.3.-** Their properties may not be altered by any chemical or other type of process except those explicitly authorized in the point above.

**15.- WHEELS:** Any wheel that come with the series model as well as those admitted on the technical sheet for each model may be installed, subject to the following rules:

**15.1.-** The wheels should include the hubs and brake disk if so anticipated by the manufacturer.

**15.2.-** Diameter measurements for wheels can oscillate between 15mm (small wheel) and 18mm (large wheel) and should be the same in diameter and design on both sides of the car's longitudinal axle. Front and rear wheels may be of a different thickness and diameter.

**16.- AXLES:** As indicated for each model on the technical sheet. In no case may the axle assembled with a tire hang more than one millimeter over the side of the body.

**17.- BEARINGS:** The series bearings supplied by the manufacturer. May be replaced by those specified on the technical sheet for each model. You may fasten bearings to the chassis with glue, without excesses. Ninco ball bearings may be used.

**18.- PINIONS:** Free choice within the range of the Ninco brand. Must be used in line with the manufacturer's specifications. In no case may a pinion be used where the crown must be modified.

**19.- CROWNS:** Series crowns or those indicated as an option on the technical sheet may be assembled. No type of untoward modification of their natural wear by use.

**20.- WIRES AND BRAIDS:** Free choice from among slot manufacturers. Wires should still have their covers and not interfere with the free movement of the front axle. They may be stuck to the chassis with tape and/or glue, without excesses.

**21.- GUIDE:** The series model guide. The fork may be lowered a maximum of one millimeter at the bottom and its thickness reduced to stop it getting stuck inside the lane. Total or partial suppression of the active guide spring is permitted.

**22.- MAGNET:** The chassis magnet should be removed from all cars.

**23.- OTHER MATTERS:**

**23.1.-** Any vehicle modification or manipulation of vehicle parts not set out in the present regulation is **totally prohibited**.

**23.2.- Checks:** all participating vehicles will be checked before the qualifying rounds and also before the race if they leave the enclosed fleet area. The Organizers are also free to check any participating car during the race (between rounds) and at its conclusion.