

These rules must be read in conjunction with the General Rules

1. 1/8th IC ON-ROAD TECHNICAL SPECIFICATIONS

1.1 The engine may have a total capacity of not more than 3.5 cubic centimetres/0.214 cubic inches. No tolerance allowed. Each individual car must not produce more than 85 decibels, measured at ten (10) metres distance and one (1) metre high at full throttle. AARCMCC definition of a noise level is always final.

1.2 The fuel tank, including filter and fuel pipes up to the carburettor may hold a maximum of 125 millilitres/4.23 fluid ounces. No loose inserts allowed. Any tank found to be illegal (over 125 millilitres/4.23 fluid ounces) after a heat or final shall be removed from the car and inspected for a second time after an initial 'cool down' period of fifteen (15) minutes. This 'cool down' period is only necessary in the case of temperatures above 20 degrees C / 68 degrees F.

1.3: Overall dimensions:

Wheel base 270 - 330 mm/11-13 in.

Maximum overall width 267 mm/10.5 in.

Maximum overall height 190 mm/7.5 in. (except aerial)

1.4 Tyres:

Maximum width front 37 mm/1.5 in.

Maximum width rear 64 mm/2.5 in.

Tyres must be black, except for writing on sidewalls.

1.5 Rims: The rim's diameter must not exceed 54 mm/2.1259 in. An edge to reinforce the rim of 2 mm/0.0787 in. thickness and 3 mm/0.1181 in. height on the inside (car side) is allowed. Flange diameter maximum 60 mm/2.3622 in. Any fixing bolts or other equipment installed in the wheel rim must not extend beyond the exterior of the wheel rim. The wheel rim must not extend more than 1.5 mm/0.059 in. from the exterior of the tyre.

1.6 All cars will be equipped with brakes and a clutch in such a manner that the car may be held stationary with the engine running.

1.7 Only IFMAR homologated pipes are allowed. The pipes used on the car have to bear their homologation number during the entire championship and their measurements (both internally and externally) have to conform with those on the homologation sheet issued by IFMAR. The IFMAR Approved Muffler List, with detailed drawings, must be available in Technical Control. Additional copies of the IFMAR Approved Muffler List must be available to each participant, if requested.

The outlet or tailpipe of the muffler must project horizontally or downward. No upward or vertical exhaust outlets are allowed.

The first cone on all homologated mufflers may be reduced by a maximum of 8 mm./0.31 in. (length). The outlet pipe may have a minus tolerance of 2 mm/0.078 in. (length).

1.8 The front of the car must be equipped with a bumper in such a manner that it will minimise a wound in the case of it entering into contact with other participants or members of the public. The bumper must be made from a flexible material with all corners and sharp edges rounded off. The contour of the bumper will follow the contour of the body with which it is being used. At no point may the bumper protrude more than 5 mm/0.20 in. in front of the body.

1.9 If a rear bumper is fitted, it must finish no more than 10 mm/0.40 in. behind the rear wheels.

1.10 If a roll-over bar is built in, it must be placed behind the driver or just behind the imaginary driver's position.

1.11 The aerial must be made from a flexible material in such a manner that it will bend completely under the weight of an inverted car. Metallic aerials must have the free end protected.

1.12 Bodies must be a one-eighth scale authentic reproduction of sports cars or prototype cars in full scale racing participating in FISA's, IMSA's or CANAM's official sport classes. There will be an allowance of 10% tolerance in all dimensions.

1.13 Only bodies that are recognised and approved by IFMAR will be allowed.

1.14 The body must be made from a flexible material and painted properly.

1.15 A realistic driver's figure (minimum helmet and shoulders) made to 1/8th scale and painted in a minimum of three(3) colours must be fixed at the normal place in the body. The head may not be amputated to make way for the fuel filler cap or any other element. The driver need not be fitted under a closed body.

1.16 All bodies must have the front and rear sides cut out for the wheels if the original was so designed. The radius of the cut-out must not exceed the tyre by more than 13 mm/0.5 in

1.17 The windscreen must not be cut out. In closed bodies, a hole of maximum 6.5 square centimetres/1 square inch for cooling is allowed to be cut out in the front of the windscreen. The windscreen may be painted in a realistic transparent colour.

1.18 Side windows and rear window may be opened.

1.19. No wheels, tyres or rims of the car may extend outside the bodyshell, as viewed from above.

1.20 Cut-outs in the body that were not in the original full scale version will be allowed for the following:

1 - The cylinder head and airfilter must follow their contour and have a maximum of 10 mm/0.4 in. clearance on all sides

2 - The aerial hole will be no larger than 10 mm/0.4 in. in diameter

3 - The radio switch hole will be no larger than 13 mm/0.52 in. in diameter

4 - Cut-out for the fuel filler cap will follow the contour of the above piece with a maximum of 10 mm/0.4 in. in gap between the body and the filler cap as viewed from above.

5 - The hole for the exhaust pipe must follow the contour of the above piece with a maximum of 10 mm/0.4 in. in gap between the body and the exhaust outlet

6 - The slot for the roll-over bar should be no more than 10 mm/0.4 in. in width. The bar should not protrude more than 38 mm/1.5 in. above the body and not exceed a total height of 190 mm/7.5 in. from the ground

1.21 A spoiler/wing which conforms to AARCMCC regulations may be fitted.

1.22 Spoiler/wing sizes for sports cars/prototypes:

Maximum width 267 mm/10.5 in.

Maximum length 77 mm/3.1 in.

Maximum height 191 mm/7.6 in.

Maximum angle 45 degrees.

1.23 Fuel:

Fuel may only contain Methanol, oil/lubricant and nitromethane (with a maximum of 25% measured in volume). To implement this rule, Organisers will provide the appropriate Serpent/EFRA fuel check system at Technical Inspection. Random fuel tests will be made during the entire championship. Samples and counter samples will be collected for analysis and any competitor found to be using any substance other than those mentioned above will be disqualified and any race result obtained will be null and void. Further punishment to be determined by AARCMCC, such as a ban from future racing.

1.24 The minimum weight limit of the cars is 2525(weight includes timing transponder allowance). The weight limit will be checked with the cars being ready to race including timing transponder but with empty tank. The weight will be checked by a set of digital electronic scales and can be done at any time during the meeting, i.e. before the start of a heat, sub-final or final or after the end of either. An approved test weight must be provided for checking calibration of the digital electronic scales.

1.25 The car shall be measured for the width by placing it on a baseboard equipped with two side rails of 25.4 mm/1 in. in height spaced 267 mm/10.5 in. apart, constructed in such a way that the car can roll freely between them. Base board and rails must be constructed of high quality material, suitably stiffened to prevent distortion. The car must roll freely between the rails with any steerable wheel set in the straight ahead position, irrespective of the compression or extension of the suspension.

The car shall be measured for length and height in a similarly constructed box of internal dimensions 637 x 267 mm/25 x 10.5 in. which includes provision for checking the maximum height. Measurement of the wheel base may be made by simple measurement of axle centre distance but the Race Director should be prepared to make more exact checks in case of doubt or protests. It is suggested that the wheels are removed and the wheel spindles firmly placed on V-blocks whilst accurate measurements are made.

It is the responsibility of the driver to ensure that his car complies with the regulations at all times it is on the track and the organiser may check any car, at any time during the championship, for compliance with the regulations. On checking immediately after a race, if a car is found to be under the minimum weight or has incorrect dimensions, positive proof of race damage may prevent disqualification.

1.26 The maximum carburettor size will be 9.00 mm/0.35 in.

1.27 Technical restrictions:

Not allowed: 4 wheel brakes (no independently controlled braking on the front wheels is allowed)

liquid cooled engines

hydraulic systems

more than 2 servos

no more than 3-speed transmissions.

1.28 Driver Aids - The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/'G'-force sensors is strictly forbidden. Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. It is the object of this rule to ensure that the AARCMCC sanctioned events be a test of driver skill.

SECTION TWO 1/10TH 235mm I.C 2.5cc - TECHNICAL SPECIFICATIONS

2. Generally the specifications allow cars with two wheel drive and four wheel drive, mechanically operated brakes must be fitted acting on the rear wheels only, two speed transmission, 2.5cu. cm (0.152 cu.in) engine, and a minimum weight of 1925 grams (weight includes timing transponder allowance).

An IFMAR approved fuel tester NITROMAX 16, will be available to race organisers to verify the conformity of fuel to the rules.

2.1 ENGINE RULES

The engines shall be air cooled, with front rotary shaft valve, two stroke induction type and may have a maximum of four (4) gas ports including the exhaust port, no additional holes in the liner and no holes in the piston allowed. The top outer diameter of the piston must be in a flat single plane and at ninety (90) degrees to the side of the piston. The highest part of the piston will be the outer diameter. The crankshaft hole shall have a maximum diameter of 7.00 mm/.272 in. on its end. No form of forced

induction is allowed or any form of variable port timing. Only glow plug ignition using standard 1/4-32 UNEF glow plugs is permitted.

2.1.1 During scrutineering, engines which drivers intend to use at the event must be submitted to Technical Inspection to be checked and sealed. If, for any reason, a driver wishes to use another engine during the event which has not been previously scrutineered, it must be submitted to the Technical Inspection Officer to be checked and sealed before it can be officially used in the event.

5.1.2 Only engines which have been inspected, found to comply to the rules and sealed by the Technical Inspection Officer will be allowed to be used. The decision of AARCMCC on whether an engine complies to AARCMCC rules is always final.

2.2 ENGINE DIMENSIONS

Capacity 2.5 cc/.152 cu.in.

Stroke minimum 14.0 mm/.551 in.

Exhaust Port height 4.5 mm/.177 in.

Maximum diameter of the crankshaft hole on its end 7.0 mm/.275 in.

Carburettor maximum - throat diameter 6.0 mm/.236 in.

2.2.1. DEFINITIONS: The exhaust port height is considered to be the distance from the crown of the piston to the uppermost point of the exhaust port measured with the piston at the bottom dead centre of its stroke. The crankshaft hole shall be a straight parallel hole with a maximum diameter of 7.0 mm/.275 in. on its end. The hole can be finished with a continuous unbroken chamfer with a maximum width of 0.5 mm/.019 in. if this is required for manufacturing purposes at the crank web end. The carburettor bore diameter restriction is to be measured at the smallest section of the carburettor bore above the point where the fuel enters the carburettor throat.

2.3 FUEL TANK

The fuel tank including filter and fuel pipes up to the carburettor may hold a maximum of 75 cc/2.54 fl.ozs. No loose fuel tank inserts allowed.

5.4 MUFFLERS

5.4.1 A muffler of approved double chamber design must be fitted having the following dimensions:

Tail pipe maximum internal diameter * 5.2 mm/.205 in.

Tail pipe minimum length 15.0 mm/.59 in.

The tail pipe must be oriented on or below the horizontal.

* This dimension includes a tolerance to account for manufacturing variations in commercially available tubing.

2.5 OVERALL DIMENSIONS

	Minimum	Maximum
Wheel base	260 mm/10.24 in.	280 mm/11.02 in.
Track width		250 mm/9.84 in.
Overall length		490 mm/19.29 in.

2.5.1 The car shall be measured for the width by placing it on a baseboard equipped with two side rails of 25.4 mm/1 in. in height spaced 250 mm/9.84 in. apart, constructed in such a way that the car can roll freely between them. Base board and rails must be constructed of high quality material, suitably

stiffened to prevent distortion. The car must roll freely between the rails with any steerable wheel set in the straight ahead position, irrespective of the compression or extension of the suspension.

2.5.2 The car shall be measured for length and height in a similarly constructed box of internal dimensions 490x250 mm/19.29x9.84 in. Measurement of the wheel base may be made by simple measurement of axle centre distance but the Race Director should be prepared to make more exact checks in case of doubt or protests. It is suggested that the wheels are removed and the wheel spindles firmly placed on V-blocks whilst accurate measurements are made.

2.5.3 It is the responsibility of the driver to ensure that his car complies with the regulations at all times it is on the track and the organiser may check any car, at any time during the championship, for compliance with the regulations. On checking immediately after a race, if a car is found to be under the minimum weight or has incorrect dimensions, positive proof of race damage may prevent disqualification.

2.6 WEIGHT

2.6.1 The weight limit will be checked with the cars being ready to race including timing transponder but with empty tank.

2.6.2 Minimum weight 1925 grams.

2.6.3 The weight will be checked by a set of digital electronic scales and can be done at any time during the meeting, i.e. before the start of a heat, sub-final or final or after the end of either. An approved test weight must be provided for checking calibration of the digital electronic scales.

2.7 FUEL

2.7.1 Fuel will only contain Methanol (Methyl Alcohol), lubricating oil and a maximum of 16% Nitromethane measured in volume. The specific gravity of the mixture may not be heavier than 0.87. An IFMAR approved fuel tester, e.g. NITROMAX 16, will be available to verify fuel's conformity to the rules at Technical Inspection.

2.7.2 Random fuel tests will be made during the entire Championship. Samples and counter samples will be collected for analysis and any competitor found to be using any substance other than those mentioned above will be disqualified and any race result obtained will be null and void. Further punishment to be determined by AARCMCC, such as a ban from future racing.

2.7.3 Only one (1) fuel bottle will be allowed in the pitlane for refuelling a car.

2.8 TYRES

Tyres must be black, except for side wall detailing.

Tyre diameter Front 75 mm maximum/2.95 in.

Tyre diameter Rear 80 mm maximum/3.15 in.

Tyre width Front 30 mm maximum/1.18 in.

Tyre width Rear 51 mm maximum/2.00 in.

No tyre additives or cleaners allowed.

2.9 RIMS

Maximum diameter for Front and Rear rims is 51 mm/2.00 in.

2.10 BODIES AND WINGS

2.10.1 For Sanctioned Events Clubs have the choice of either Group C Bodies or Bodyshells from the following full-size classes will be allowed (Clubs to advise at time of distribution of entry forms):

FIA 2-litre Championship

German Touring Car Championship

Australian Touring Car Championship

North American 2-litre Super Touring Car Championship

2.10.2 Only bodies that are approved and listed by IFMAR will be allowed. The body must be made from a flexible material, painted properly, and must be one piece and used in the standard form, (bodyshell + wing), with no modifications or additions allowed (i.e. separate front spoiler, for example).

2.10.3 All bodies must have the front and rear sides cut out for the wheels if the original was so designed.

2.10.4 No wheels, tyres or rims of the car may extend outside the bodyshell, as viewed from above.

One (1) cooling hole may be cut in the front windscreen with a maximum dimension of 50% of the front windscreen.

2.10.5 Only the front side windows and the rear window may be removed, partly or totally; other windows must remain clear.

2.10.6 All parts of the vehicle must be covered, except:

Aerial (max. 10 mm/.39 in.)

Outlet pipe of muffler (reasonable clearance)

Only if these parts are extending the body.

In addition to this the following holes are allowed:

for muffler outlet

for refuelling (max. 30 mm/1.18 in.)

for glowplug (20 mm/.787 in.)

fuel mixture valve (max. 10 mm/.393 in.)

2.10.7 Rear of the body may not be cut away higher than 45 mm/1.77 in. measured with a 10 mm/.393 in. spacer under the chassis plate, and rear side-light details must remain. Side profile must remain unaltered. Rear Bumper line must remain.

2.10.8 Roll-bars (Roll-over Bars) must be kept under the body.

2.10.9 Wings are allowed only if fitted in the original car, and must be in the original position and may not project above the height of the roof line. Side dams may be fitted but must be a reasonable representation of those fitted to the original car and may not be wider than 55 mm/2.16 in. and higher than 25 mm/.98 in. and fit in a rectangle of these measurements and may not project above the height of the roof line.

Wing width 230 mm/9.05 in. Maximum

Wing chord 55 mm/2.17 in. Maximum

(A 20 mm/.787 in. extension to the wing in the form of a tab/gurney flap is allowed, but must be clear and unpainted and still may not project above the height of the roof line).

A level meter should be used to verify that wings and the allowed 20mm/.787 in. extension do not project above the height of the roof line with a 10mm/.393 in. spacer under the chassis plate on level.

2.10.10 Cars must be equipped with a flexible "plastic" bumper to minimize injuries. The bumper may not protrude outside the body.

2.10.11 All cars will be equipped with brakes and a clutch in such a manner that the car may be held stationary with the engine running.

2.10.12 The aerial must be made from a flexible material in such a manner that it will bend completely under the weight of an inverted car.

2.11 TECHNICAL RESTRICTIONS

2.11.1 Not allowed:

4 wheel brakes.

Liquid cooled engines.

Hydraulic systems.

More than two (2) servos.

No more than 2-speed transmissions.

2.12 TELEMETRY & DRIVERS' AIDS

2.12.1 It is not allowed to use any electronic devices with the exception of:

Two radio channels of the receiver which will be used to operate steering, throttle and brakes.

A passive data recording or information system to record functions of the car can only be used up to the end of controlled practice.

2.12.2 The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/'G'-force sensors is strictly forbidden. Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. It is the object of this rule to ensure that the AARCMCC Sanctioned Events be a test of driver skill.

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SECTION THREE 1/10TH I.C. 200mm NITRO TOURING-TECHNICAL SPECIFICATIONS

The class run will be the "200mm NITRO TOURING CAR" which will be 4WD. Only one brake, working on the central power transmission, is allowed. No second or individual brake system(s) for front and/or rear axles or single wheels is allowed.

1.1 The class run will be the "200mm NITRO TOURING CAR" which will be 4WD. Only one brake, working on the central power transmission, is allowed. No second or individual brake system(s) for front and/or rear axles or single wheels is allowed.

1.2 Maximum 2-speed gearbox allowed.

1.3 All cars must have a de-clutching device and have an operating brake capable of stopping the car and holding the car motionless with the engine running.

1.4 The use of .12 engines only will be permitted. They shall be air-cooled, with front rotary valve, two-stroke induction. The engines may have a maximum of four (4) ports, including the exhaust port. No form of forced induction is allowed or any form of variable port timing. Only glow plug ignition is allowed. No holes in the piston and no additional holes in the liner. The carburettor size is to be 5.50mm. The exhaust port height is to be 4.50mm.

1.5 Engine capacity is to be maximum .12 (2.11cc) only.

1.6 Standard pull-start is optional.

1.7 Engine internal modifications are allowed as long as they are within the parameters of Rules 1.4 and 1.5.

1.8 A muffler of approved double chamber design, including silencer chamber must be fitted having the following dimension

Tail pipe maximum internal diameter* 5.20mm.

Tail pipe minimum length 10.00mm.

The tail pipe must be oriented on or below the horizontal.

*This dimension includes a tolerance to account for manufacturing Variations in commercially available tubing.

1.9 Minimum weight without fuel: 1725.00 grams (including transponder).

1.10 Fuel tank capacity to be 75.00cc including all fuel tubing, filters, etc. No loose inserts allowed inside the tank

1.11 Touring car bodies shall be accurate 1/10th scale representations of the following;

Full-size touring cars, which have been homologated & approved by the F.I.A. -

- FIA 2-litre Championship
- German Touring Car Championship
- Australian Touring Car Championship
- North American 2-litre Super Touring Car Championship.
- AARCMCC Approved Body List expiring 20-05-2003

Refer last page for Approved Body List.

1.12 The front bumper must follow the body contour and must be constructed so as to minimise injury that may result from being hit by a car. The bumper must be made from foam rubber or a flexible plastic material.

1.13 The body must be made from a flexible material and be painted properly. All windows must remain clear and not be painted over or be semi-transparent.

1.14 Bodies are not to be cut above the lower bumper line at the front or the back or above the bottom line of the doors. Details of all front and rear lights, grills, air intakes and windows must be clearly contrasted from the surrounding paintwork.

1.15 Only the following AIR HOLES and sizes are permitted in the body shells:

One (1) hole, for cooling may be cut in the front windscreen,

(not intruding on either the roof or bonnet), with a maximum

opening of 50% of the total windscreen area.

15.00mm (maximum diameter) hole in the roof for glow plug access.

Both front side windows and the rear window can be removed for ventilation,

except for the side rear windows, which must remain intact.

Re-fuelling hole, maximum 50.00mm diameter. Small holes can be made for the exhaust pipe,

Transponder and radio antenna. No other holes are permitted.

1.15 Roll-bars (roll-over bars) must be kept under the body.

1.16 No parts of the car, except the muffler outlet may protrude outside of the body shell when viewed from above.

1.18 Under body/chassis aerodynamic aids of any nature are not allowed.

1.19 General Dimensions –

	Minimum (mm)	Maximum (mm)
Wheelbase	230.00	270.00
Width (without body)	170.00	200.00
Width (with body)	175.00	205.00
Length (inc. Body & Wing)	360.00	460.00
Height (to top of roof) with 10mm spacer under the chassis plate	120.00	175.00
Wing width Inclusive	125.00	200.00
Wing Chord		50.00
Wing Endplate (equal size)	35.00 x 50.00	35.00 x 50.00
Wing Overhang (at rear)		10.00
Wheel Dia. (excluding Tyre Bead)	46.00	50.00
Wheel width (including bead)	24.00	30.00
Tyre Width (across side walls)	24.00	30.00

1.20 One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material. Wing and spoiler must not be fixed to body with piano wire. Basically, they must be mounted to body directly. Wing and spoiler may not protrude outside the maximum height and width of the body (including the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10.00mm at the furthest point, to be measured from boot lid.

The height of the wing may be adjusted but the wing, including endplates must not extend higher than the roofline. Wings (excluding endplates) are to be of single moulded construction (no flat-packs/bend your own). Gurney strip (if allowed) may not exceed the width of the wing and have an edge not more than 5.00mm high. Total cord of wing, plus the strip is 55.00mm.

- 1.21 Foam and/or Rubber tyres may be used. Any materials used in, or on, the tyres must not damage the racing surface. Treatment of the tyres with additives is prohibited.
- 1.22 Fuel will only contain methanol (methyl alcohol), lubricating oil and a maximum of 16% nitro methane in volume. The specific gravity of the mixture may not be heavier than 0.87. An IFMAR approved fuel tester, e.g. Nitromax 16 will be available to verify fuel's conformity to the rules at Technical Inspection. Any fuel adjudged to be dangerous by the Organiser or Race Director may not be allowed.
- 1.23 The aerial support must be flexible. Carbon, GRP, steel, etc. are not allowed.
- 1.23 Only two (2) servos are allowed. Frequency must be legal as specified by Race Director. Drivers must have more than one (1) frequency available. Under no circumstances shall a transmitter be taken onto the track.
- 1.25 The use of electronic gyroscopes is not allowed.
- 1.26 All measurements referred to in these rules are maximum or minimum values

SEE NEXT PAGE FOR APPROVED BODY LIST

CONT/.

AARCMCC APPROVED BODY LIST-EXPIRES 01/11/03

Scale	Type	Name / Description
1/10	.12 FUEL TOURING	BTCC ACCORD SEDAN GT(200mm)
1/10	.12 FUEL TOURING	STRATUS SEDAN GT (200mm)
1/10	.12 FUEL TOURING	MAZDA MILLENIA TC (200mm)
1/10	.12 FUEL TOURING	DODGE STRATUS (200mm)
1/10	.12 FUEL TOURING	BMW E46 (200mm)
1/10	.12 FUEL TOURING	VISION S-BODY (200mm)
1/10	.12 FUEL TOURING	AUDI A4 (200mm)
1/10	.12 FUEL TOURING	ALFA ROMEO 156 (200mm)
1/10	.12 FUEL TOURING	HONDA ACCORD (200mm)
1/10	.12 FUEL TOURING	DODGE STRATUS (200mm)
1/10	.12 FUEL TOURING	VAUXALL VECTRA
1/10	.12 FUEL TOURING	VOLVO S-60 SEDAN (200mm)
1/10	.12 FUEL TOURING	ALFA ROMEO SEDAN (200mm)
1/10	.12 FUEL TOURING	RENAULT LAGUNA (200mm)
1/10	TOURING CAR T2	CHRYSLER 300 M
1/10	TOURING CAR T2	HONDA ACCORD
1/10	TOURING CAR T2	MAZDA MILLENIA
1/10	TOURING CAR T2	OPEL CALIBRA
1/10	TOURING CAR T2	BMW 3-Series
1/10	TOURING CAR T2	ALFA ROMEO 156 (190mm)
1/10	TOURING CAR T2	AUDI A4 (190mm)
1/10	TOURING CAR T2	MERCEDES BENZ DTM
1/10	TOURING CAR T2	98 HONDA ACCORD
1/10	TOURING CAR T2	LEXUS IS 2000 (190mm)
1/10	TOURING CAR T2	ALFA 156 (200mm)
1/10	TOURING CAR T2	OPEL ASTRA DTM
1/10	TOURING CAR T2	NISSAN PRIMERA
1/10	TOURING CAR T2	NISSAN ALTIMA
1/10	TOURING CAR T2	VOLVO S-40
1/10	TOURING CAR T2	BMW 320i
1/10	TOURING CAR T2	AUDI A4
1/10	TOURING CAR T2	DODGE STRATUS
1/10	TOURING CAR T2	DODGE STRATUS 2.0
1/10	TOURING CAR T2	98 FORD MONDEO/CONTOUR
1/10	TOURING CAR T2	98 ALFA ROMEO 156
1/10	TOURING CAR T2	'98 NISSAN PRIMERA
1/10	TOURING CAR T2	SATURN SC2 SEDAN
1/10	TOURING CAR T2	VAUXHALL VECTRA
1/10	TOURING CAR T2	HONDA 4 DOOR ACCORD
1/10	TOURING CAR T2	DODGE STRATUS(200mm) 2.1
1/10	TOURING CAR T2	VOLVO S-60 SEDAN
1/10	TOURING CAR T2	FREWER/SCHUMACHER STRATUS
1/10	TOURING CAR T2	LEXUS IS 300
1/10	TOURING T2	LEXUS IS 200

END Updated 18-08-2003

Updated 25.8.03 (235mm weight)