

**Novarossi Cup – Malaysia 2004**  
**( Top – Novarossi – Rex )**  
**1:10 GP 200mm Touring Car Challenge**  
*Organize by: GNC R/C Models Supplies & HMS Racing*

Date: 7<sup>th</sup> & 8<sup>th</sup> August 2004

Venue: Taman Tasik Titiwangsa Race Track, Kuala Lumpur, Malaysia

Time: 8:00am – 6:00pm

**Format**

- Heat: 5 minutes for each heat, 3 – 5 heats for each group (1<sup>st</sup> Day)
- Final: Christmas Tree Finals (2<sup>nd</sup> day)
- Track Layout: Will announce 3 days before race (4<sup>th</sup> August 2004)
- R & R: Enclosed
- Registration Form: Enclosed
- Entry Fee: Before due date RM100.00 / After due date RM120.00 (Free lunch & T – Shirt)
- Prize: Trophies for finalist and 5 units Novarossi engine (1 unit for champion, 4 units and others RC stuff for lucky draw)
- Registration due date: 2<sup>nd</sup> August 2004
- Registration and hotel reservation can be made to:

West Malaysia  
Tel / Fax: + 603 6257 5859  
Email: info@gncrc.com

East Malaysia  
Fax: + 6088 433 005  
Email: msracing@tm.net.my

- **The Vistana Hotel Kuala Lumpur**  
9 Jalan Lumut, Off Jalan Ipoh, Kuala Lumpur, Malaysia.  
Tel: 03 4042 8000  
Room rate: RM115.00 Nett
- **Grand Pacific Hotel Kuala Lumpur**  
Jalan Tun Ismail, 50400, Kuala Lumpur, Malaysia.  
Tel: 03 4042 2177  
Room rate: RM83.00++

Support By:

**Novarossi - Italy**

**Maxy's Fuel - USA**

**Epexi Technology**

**New Arrow**

**Hobbizone**

**RCAC – KL**

**Hobby Haven**

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**Registration Form**

**Team Registration**

**Team Name:**

No.	Name	Car Make	Engine Model	Freq. 1	Freq.2
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					

Contact Name: \_\_\_\_\_ Tel No.: \_\_\_\_\_

Remark: \_\_\_\_\_

T- Shirt size: M x \_\_\_\_pcs L x \_\_\_\_pcs XL x \_\_\_\_pcs

**Individual Registration**

Name: \_\_\_\_\_ I/C No.: \_\_\_\_\_

Address: \_\_\_\_\_

Tel No.: \_\_\_\_\_ Email: \_\_\_\_\_

Car Make: \_\_\_\_\_ Engine: Novarossi / Top / Rex Model: \_\_\_\_\_

Frequency No.: 1. \_\_\_\_\_ 2. \_\_\_\_\_ Personal Transponder: \_\_\_\_\_ (If any)

T- Shirt size: M / L / XL

**Hotel Reservation**

**The Vistana Hotel KL** – Number of rooms \_\_\_\_\_ Guest Name: \_\_\_\_\_

Check in date: \_\_\_\_\_ Check out date: \_\_\_\_\_

**Grand Pacific Hotel KL** – Number of rooms \_\_\_\_\_ Guest Name: \_\_\_\_\_

Check in date: \_\_\_\_\_ Check out date: \_\_\_\_\_

- Remark:**
1. All participant are requested to have mininium of 2 different sets crystal
  2. All registration and entry fee have to submit or pay to GNC Racing Concept before 3<sup>rd</sup> August 2004
  3. Compound radio must be submit to organizer sharp by 9:00am before the race start

**For further information, please do not hesistate to contact us at:**

Gary: 019 228 3000 (Race Director)

Ken Hoo: 012 309 3143 (Assistant)

Mohd Ikhwan: 012 707 3184 / 019 366 8355 (Assistant)

Fax: 03 6257 5859 / 088 433 005

Email: info@gncrc.com / msracing@tm.net.my

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## TECHNICAL SPECIFICATIONS

1. The class run will be the 200mm Nitro Touring Car which will be 4WD. Only one (1) 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.
2. Maximum 2-speed gearbox allowed.
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.
4. The use of **Novarossi**, **Top** and **Rex** .12 engines only will be permitted. No others brand engines are permitted. They shall be air-cooled, with front rotary valve, two stroke induction. The engines may have a maximum of six (6) ports, including the exhaust port. Only glow plug ignition is allowed.
5. Engine capacity is to be maximum .12 (2.11cc) only.
6. Engine internal modifications are allowed.
7. Engine external modifications are not allowed, including heatsink and crankcase.
8. A muffler of approved double chamber design, including silencer chamber must be fitted having the following dimensions:
  - Tail pipe maximum internal diameter\* 6.00mm
  - Tail pipe minimum length 10.00mm
9. Minimum weight without fuel: 1725.00 grams (including transponder, after heat or final race).
10. Fuel tank capacity to be 75.00cc including all fuel tubing, filters, etc. No loose inserts allowed inside the tank.
11. Touring car (sedan) bodies, 2 and 4-door versions allowed, as raced in International Touring Car series. No GT or Sports car bodies allowed.
12. The body must be painted properly. All windows must remain clear and not be painted over or be semi-transparent.
13. 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. Rear of the body may not be cut away higher than 45.00mm measured with a 10.00mm spacer under the chassis plate.
14. Only the following air holes and sizes are permitted in the bodysHELLs:
  - One (1) cooling hole may be cut in the front windscreen only (not intruding on either the roof or bonnet) with a maximum dimension in any direction of 60.00mm
  - 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
15. No part of the car, except the muffler outlet, may protrude outside the bodysHELL when viewed from above

### 16. General Dimensions

	minimum	maximum
Wheelbase	230.00	270.00
Width (without body)	170.00	200.00
Width (with body)	175.00	205.00
Length (including body and wing)	360.00	460.00
Height (to top of roof measured with a 10.00mm spacer under the chassis plate on levels)	120.00	175.00
Wing width inclusive	125.00	200.00
Wing chord	-	50.00
Wing endplate 35.00mm x 50.00mm – equal size		
Wing overhang (at rear)		10.00
Wheel diameter (excluding tyre bead)	46.00	50.00
Wheel width (including bead)	-	30.00 + 1mm tolerance
Tyre width (across sidewalls)	-	30.00

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17. One (1) wing and one (1) 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
18. Foam and/or rubber tyres may be used. Any materials used in, or on, the tyres must not damage the racing surface.
19. Fuel will only contain methanol (methyl alcohol), lubricating oil and a maximum of **25%** nitromethane in volume.
20. 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.

### TECHNICAL INSPECTION

1. Only vehicles which conform to all regulations will be accepted for racing. Technical inspection will be done on Saturday morning before 9:30am. The cars will be examined and, if the car conforms to the rules, the chassis and the fuel tank will be marked. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector. Random inspection will occur on the start line for numbers, tyres, wings and chassis. No race will be delayed because of non-compliance by a competitor. Technical inspection may take place at the finish of any heat. Any race damage will be taken into account. At the end of finals, top 3 drivers will be impounded and may be inspected for engine size, fuel tank capacity, etc. Any infringement concerning engine, fuel tank and weight will cause disqualification from a driver's best qualifying heat or a final. The disqualified driver's position will be shown as the last position in that heat or final for the first infringement. A second infringement concerning any one of engine, fuel tank or weight, will cause total and immediate disqualification from the entire event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification. Any infringement, other than those concerning engine, fuel tank and weight, will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.
2. All cars must be fitted with a clutch, a braking system and an exhaust pipe that conforms to the rules.
3. The engine and fuel tank may be checked at any time. The volume of the fuel tank will include all fuel piping and filters up to the carburetor. Following method of measurement will be used:  
- pinch off pressure lines, - fill the fuel tank completely, - remove fuel pipe from the carburetor inlet, - connect a calibrated syringe to the fuel line which has been disconnected from the carburetor and pull all the fuel into the syringe. The amount of fuel removed by the syringe will be considered as the total content of the fuel system.
4. Only one car per driver will be accepted.
5. Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.

### FREQUENCIES

1. In the case of two drivers using the same frequency and qualifying for the same final, the higher placed driver may keep his frequency and the lower placed driver must change. The time allowed for frequency change will be ten (10) minutes. The lower placed driver who cannot or will not change his frequency may not take part in the final for which he qualified. If a driver must change his frequency before the start of a semi-final or a final, due to an organiser's error, he will be allowed ten (10) minutes. If a driver finds his radio defective or has made an error in the selection of his frequency at the start of a final, the race will not be delayed. For the entire duration of the event, the frequencies in use by all drivers will be known only by the Race Director and each individual driver. All frequency changes must be authorised by the Race Director before the change is made. The organiser shall not display any driver's transmitter frequency on any heat sheets, result sheet or race schedule to preserve the security of the frequency control systems. Each driver in the main final shall be permitted to change his frequency before the start of the race. Only the Race Director is permitted to know the frequency used by the main finalists.