

YOUNGTIMER TROPHY GROUP 2

2026

11 / 12 A P R I L

Scale 1/24

Regulation

(technical and sporting)



Slot Cars
BRM


SLOT CARS ARENA
Badia Polesine (RO)

SLOT UP

Type
of
RACE



GROUP 2

YOUNGTIMER TROPHY

Slot Cars Championship for teams (3 or 4 drivers), consisting of 6 races of 120 minutes each (3 MINICARS model races and 3 GROUP 2 model races).

A maximum of 30 teams will be admitted to the Championship. Points will be awarded for each race.

The team with the most points at the end of the 6 races wins.

The competition will consist of three 8-lane Pro Track SCALEAUTO plastic tracks.

The Championship will take place over three days: FRIDAY: free practice only, SATURDAY: free practice on all tracks; 1 MINICARS race (Group A), 1 MINICARS race (Group B), and 1 GROUP 2 race (Group C). SUNDAY: 1 MINICARS race (Group B different from the one used on Saturday), 1 GROUP 2 race (Group C different from the one used on Saturday), and 1 GROUP 2 race (Group D).

Each team must present themselves in parc fermé with two different MINICARS models (1 A and 1 B), two GROUP 2 (C) models, and one GROUP 2 model (group D). The two (B) models and the two (C) models must be different.

The races will be structured as follows:

Saturday: MINICARS Track 1 with one A model; MINICARS Track 2 with one B model; GROUP 2 Track 3 with one C model.

Sunday: GROUP 2 Track 1 with one D model; MINICARS Track 2 with a second B model; GROUP 2 Track 3 with a second C model.

For each race, 10 teams will start on Track 1, 10 on Track 2, and 10 on Track 3.

At the end of a race, the teams will take turns changing tracks and models until all three tracks are complete.

The BRM models allowed to race for the 2 classes are:

MINICARS:

GROUP A

NSU TT



Renault R8 Gordini



Simca 1000



A 112 Abarth



Mini Cooper



Abarth 1000TCR



GROUP B

GROUP 2:

Ford Escort MK I



Porsche 911



Opel Kadett GTE



Alfa Romeo GTA/ GTAM



Datsun 240z



Ford Capri



VW Scirocco



BMW 2002



GROUP C

GROUP D

SPORTS

Rules

A total of 6 models per team must be presented, 3 "MINICARS" (one from Group A and two from Group B) and 3 "GROUP 2" cars (one from Group D and two from Group C). For Groups B and C, teams must indicate which model they intend to race with on Saturday.

1. Race direction – Judges – Technical Commission

- 1.1 Race direction: responsible for everything.
- 1.2 Race judges: the only ones who could take the cars.
- 1.3 Technical commssioners: insiders for technical inspections.

2. Behavior

- 2.1 All competitors are invited for maximum sportiness for the entire duration of the event, even outside the venue where the race takes place.
- 2.2 Smoking is forbidden inside the Arena.
- 2.3 Unsportsmanlike conduct will be sanctioned.

3. Type and duration of the races.

- 3.1 30 teams maximum will be admitted
- 3.2 During the weekend it will take place a GROUP2/MINICARS championship with 6 races for each team.
- 3.3 The teams will be divided into three groups. The lineup will be determined by a live-streamed draw after registration closes.

With this grouping the races on Saturday will start (as will be described

below). At the end of the day of race, based on the sum of the scores after all the races of the groups on all track, we'll have a first partial classification which will be used to re-build the new groupings, assigning Group A the 10 teams with the higher scores and then B and C.

The new groups thus formed will then determine the starting order for Sunday's races, which will follow the same procedure used for Saturday's race day.

On Saturday, the groups (determined as explained before) will race on the 3 tracks in 3 "Stints" divided as follow:

First "Stint"

Group A Track 1
Group B Track 2
Group C Track 3

Second "Stint"

Group C Track 1
Group A Track 2
Group B Track 3

Third "Stint"

Group B Track 1
Group C Track 2
Group A Track 3

At the end of Saturday, we will have a general ranking of the three tracks. Taking these rankings into consideration, each team will be assigned a score based on the position obtained in the three races, with the following assignment order: 1° 100; 2° 95; 3° 90; 4° 85; 5° 81; 6° 77; 7° 73; 8° 69; 9° 66; 10° 63; 11° 60; 12° 57; 13° 55; 14° 53; 15° 51; 16° 49; 17° 48; 18° 47; 19° 46; 20° 45; 21° 44; 22° 43; 23° 42; 24° 41; 25° 40; 26° 39; 27° 38; 28° 37; 29° 36; 30° 35 ecc. ecc. The sum of the scores of the 2 tracks will determine the general day points classification.

Once the overall rankings are finalized from the first day of racing, new

groups will be formed to determine Sunday's starting order. Group A will consist of the top ten from Saturday's overall rankings, followed by Groups B and C.

Sunday will follow the same schedule as Saturday; the groups will compete on the three tracks in three "Stints," divided like Saturday's schedule.

At the end we'll proceed with the score assignment, in this way we'll have the new points classification, which will be added up to the previous races points and so we'll have the final ranking which will assign the title "**BRM - Youngtimer Trophy**".

4. Teams – Driving shifts – Change Drivers

- 4.1 The teams must have 3 or 4 drivers.
- 4.2 The driving shifts must be in case of 3 drivers team "3-3-2" and in case of 4 drivers team "2-2-2-2", independently from the lane numbers.
- 4.3 Each race will consist of 8 heats + 2 round robins of 10 minutes + 2 for lane changing.
- 4.4 On the driving platforms must stand only one driver for each team and nobody else could go there for any reason.
- 4.5 The driver changing must be done at the end of the manche during the lane changing. The driver who finish his shift comes down from the driving station and only when it's free the driver who start the following shift can go there.
- 4.6 Infringements during the lane changing will be penalized with 10 laps.
- 4.7 The controller could be leaved plugged.
- 4.8 The numbers of shifts of each driver will be checked by cameras.

5. Marshall

- 5.1 The Marshall must be part of the team.
- 5.2 During the free practice, at the driving station must be only one driver per team with his marshall on the same track and same position

of the number of lane of the driver. Both of them must have their identification badge with race number. During the free practice each team will take care of moving the cars during the lane changing.

- 5.3 During the free practice the Marshall must be at the assigned station; there will not be any type of advise.
- 5.4 The Marshall must be at his station 1 minute before the starting of the heat.
- 5.5 The absence of the Marshall will be penalized by Race Direction with 10 laps.
- 5.6 The Marshall can't do any type of work on the cars. Except for the braids fixing to explicit request by the driver in case the car will not run.

6. Maintenance and repair

- 6.1 For maintenance and/or repairing operations the mechanic of the team will make a first request to a race judge and then it will bring back the car on track on the pit-lane.
- 6.2 If the car will stop on the track, the marshalls will give to the box-table and after the repair the car will go back on track on the pit-lane.
- 6.3 In the box area it will be allowed only one mechanic to work on the car. It could be a member of another team.
- 6.4 Avio, lubricants and rags will be supplied by organisers.
- 6.5 Any necessary spare parts during the race must be checked before being assembled except from the motor and tires that will supplied by the race commissioner.
- 6.6 Gli interventi sulla vettura vengono effettuati solo a gara effettivamente in corso, con corrente in pista (NO durante i cambi corsia o durante eventuali pause nel corso di una manche).

INTRODUCTION

The supplied equipment will be delivered in two separate moments.

To facilitate timely checks, the "labeled," "sealed," and "marked" motors will be delivered on Saturday morning at the start of free practice. The motors may be mounted on the test models.

Each team will be allowed to replace one of the six motors supplied if considered unsuitable anyway after verification by the Technical Commission. The motor to be replaced must be untampered with and have its label, seals, and marking intact.

7. Technical inspections

7.1 Cars must be presented to Closed Park with the verification cards (one per model). They must have the body separated from the chassis with rubber covers and screws assembled. The body must have the identification stickers and forms with race number supplied by the organization (a number for each side and a sticker for the windscreen with Team name).

The chassis must have the motors already assembled.

The rear wheels must be without the tires.

7.2 The technical inspections will be done by the technical commission.

7.3 The verified and ready models will be taken by the race commissioners. At that time it will not be allowed anymore to touch the track.

7.4 The models, even if they have already passed the technical inspections, at any time they could be verified by one race commissioner (car on race or on park closed). 7.5 From the beginning of the race and until 15 minutes after the end, the Technical Commission could verify a car after written request by a team (complaint). The verification will take place during the lane changing and not during the race time.

In the event the car that have been verified will result regular the complaining team will be penalized by 10 laps and his car will be verified.

8. Penalties

- 8.1 The penalties, decided by the Race Direction, will be proportionate to the gravity of the infringements of the rules.
- 8.2 Failure with the guide table, using magnets, using prohibited liquids and products, repair done outside the "box table" will be penalized with the DISQUALIFICATION of the team.
- 8.3 Smoking inside the Arena will be penalised with 5 laps.
- 8.4 Infringements during the lane changing or during Marshall shift will be penalized with 10 laps.

9. Free Practice

- 9.1 The free practice will be one shift on each 20 lanes.
- 9.2 There will be heats of 6 minutes including lane changing where each time must occupy only one lane.
- 9.3 After the lane changing the team will go to the following lane.

10. Communications

- 10.1 The Race direction communications will be made known by microphone.
- 10.2 The captain of the teams will be responsible for the communication.

11. Starting grid

- 11.1 The starting grid and class will be decided by a random draw. In the 2nd race, when you'll change track/class the grid will be the same. In the next races there will be the re-alignment, after race 2 and race 4, based on the actual ranking (sum points race 1 and 2).
- 11.2 The team with the best ranking will start in lane 1. The others will be consecutively on the same track.

Introduction

This regulation specifies in detail the features and components that the cars must respect.

Changes not specified in the rules are prohibited.

On some models we clarify the allowed changes.

During the technical inspections and the races, the only allowed lubricants will be supplied by the organization.

Even if there will be supplied some soldering/welders the organization will not be responsible for their malfunction.

Each team should have his own during verification and race.

The use of a free component doesn't imply any change, replacement or omission that is not specified in these rules.

Supply of motors and tires

The organization will drawn for each model:

1 original motor **BRM-blue** 19.000rpm - **BRM s-417**; (See **INTRODUCTION** on the previous page)

1 Nylon Pinion 12T **BRM s-420** diameter 6,8mm;



Rear tires: **BRM s-404** (MINICARS), **BRM s-404k** (GROUP 2)

s-404M (Mini Cooper - A112 with wheels S-402MC)



S-402 - Wheels



S-404
Rear tyres

S-402MC - Wheels



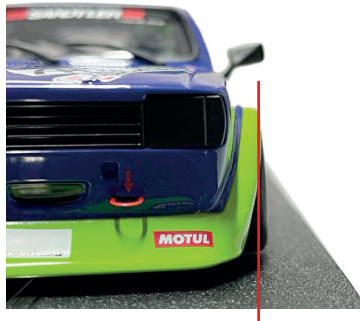
S-404M
Rear tyres (x2)

The tires assembling will be in "Park closed".

The motors will be selected by the organization checking rpm and energy to be most equal as possible.

TECHNICAL

Rules



1. Maximum track

- 1.1 The rims (at the top part) can't be out from the wheel arches (view from the top). On the camber tires, the surface touching the track can be outside the wheel arch.

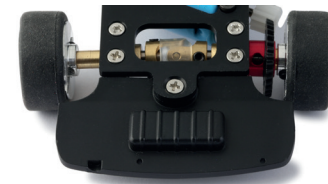


2. Chassis

- 2.1 Each model must have his own specific chassis (internal/external).
The coplanarity of both frames will be checked.
- 2.2 The 2 chassis must be fixed using the brass BRM nuts original **s-415** (h 1.5 mm) or **s-415a** (1.0 mm no movement), **s-415b** (h 2.0 mm), **s-415c** (h 2.5 mm) o **s-415d** (h 3.0 mm).
- 2.3 The rear plastic part of the chassis must be assembled (except Mini Cooper and Scirocco).



s-415



3. Motor holder

- 3.1 The only allowed motor holder is the original **BRM s-413** + photoetch (BRM S-013f).

4. Brass joint – Axle holders

- 4.1 MINICARS: Brass joint original **BRM s-414**.
- 4.2 MINICARS: Rear brass axle holders **S-412** (large), **S-412F** (narrow) or aluminum axle holder double bearings **S-412S** (camber).
 GROUP2: Rear stock axle holders BRM: Kadett GT/E / Capri / Scirocco **S-412K**, Porsche 911 / Alfa GTA / BMW2002 / Escort MKI / Datsun **S-412A** (straight).
- 4.3 MINICARS: Front original axle holders BRM **S-411** or **S-411M** (Mini Cooper-A112 independent axle) (straight)
 GROUP2: Front original axle holders BRM: Kadett GT/E / Scirocco / Capri **S-411K**, Alfa GTA/ BMW2002 / Datsun / Porsche 911 **S-411A**, Escort MKI **S-411E** (camber).
- 4.4 For the MINICARS class you can assemble the axle holders independent wheels **S-411M** on all the models.
- 4.5 For the Group 2 category, group D, it is possible to fit the front axle holder without "camber" (**BRM s-411AS e s-411KS**).
- 4.6 The use of photo-etched spacers with a maximum thickness of 1.5 mm is allowed:
S-013HA 0.15 mm / **S-013HB** 0.25 mm / **S-013HC** 0.5 mm, placed under the axle carriers, except for **Alfa Romeo GTA / Porsche 911** models.



TECHNICAL

Rules

5. Axles - Bearings - Spacers - Screws

5.1 Front axle free, if BRM items codes:

A112 / Mini Cooper: front semi-axle **BRM S-416M** or axle with stopper.

GROUP 2: front semi-axle **BRM S-416K/416A** or axle with stopper.

5.2 MINICARS: Rear axle free, if BRM items codes: semi-axle **BRM S-416J / S-416** (included also front 56mm axle)

GROUP2: Rear axle free, if BRM items codes: BRM axle 58mm **S-416KR**.

5.3 To use the front independent axle holders **BRM s-411m**, use semi-axles **BRM s-416m**.

5.4 Brass original bearings **BRM s-409**

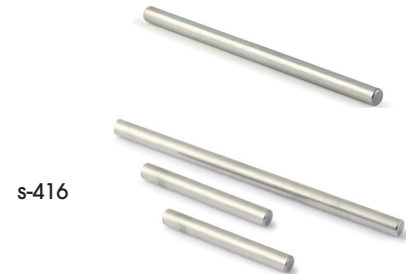
5.5 Free ball bearings, if BRM items codes: **BRM S-410**

5.6 Free spacers for 3mm axle.

5.7 It's allowed to use stoppers for 3mm axle.

5.8 The chassis screws for the axle/motor holders and the 4 brass "nuts" are free.

5.9 Grub screws M3 for gears and wheels are FREE.



s-416



s-416j



s-410

6. Spur gear

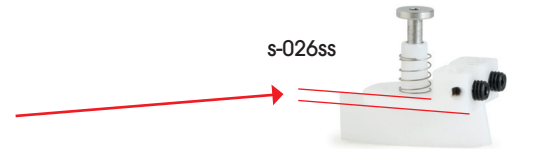
6.1 Original spur gear 33T **BRM s-419** or new Ergal **BRM s-419a**.



7. Pick-up

7.1 Pick-up original **BRM s-026ss**.

It is not possible to reduce the height of the frame/brush support base.



7.2 Allowed Pick-up REVOSLOT rs210 - rs210w.



7.3 It's allowed remove the spring and reduce the height of the blade.

7.4 It's allowed to use guide shims **BRM S-026SA** (0.2mm) and **BRM S-026SB** (0.3mm).



TECHNICAL

Rules

MODELLO	CERCHI ANTERIORI	CERCHI POSTERIORI	RACING ANTERIORI / POSTERIORI	∅
Mini Cooper	s-402m / 402 mc	s-402m / 402 mc	s-402r (16,0 mm)	16,8 mm / 13,7 mm
Simca 1000	s-402 / 402s	s-402 / 402s	s-402r (16,0 mm)	17,0 mm
NSU TT	s-402	s-402	s-402r (16,0 mm)	17,0 mm
Abarth 1000 TCR	s-402f	s-402fr	s-402r (16,0 mm)	15,5 mm
Renault Gordini r8	s-402	s-402	s-402r (16,0 mm)	17,0 mm
A112 Abarth	s-402s / 402 mc	s-402s / 402 mc	s-402r (16,0 mm)	17,0 mm / 13,7 mm
Opel Kadett GTE	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.
Escort MK I	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.
Alfa GTA	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.
BMW 2002	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.
VW Scirocco	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.
Ford Capri	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.
Datsun 240z	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.
Porsche 911	s-402kf	s-402kr	s-402r2f / s-402r2	16,7 ant. - 17,3 post.

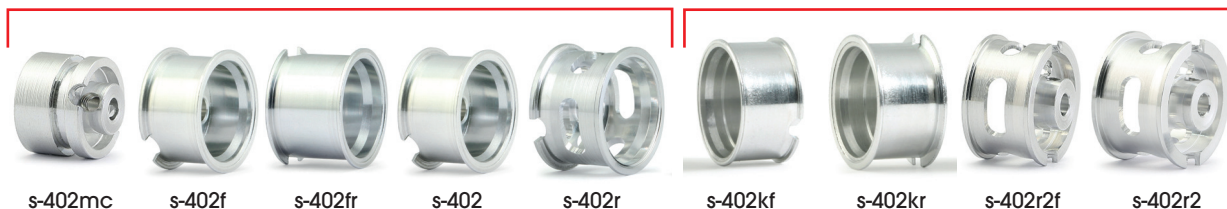
8. Wheels - Inserts

8.1 See the wheels tabel

8.2 The small wheels S-402MC if used must be fitted front and rear.

MINICARS

GROUP 2



8.3 The wheel inserts are mandatory but you can interchange them between the models but they must be the same type on the 4 wheels



9. Wheels - Front tyres

9.1 Front tires **MINICARS**

BRM S-403 (original on wheel Ø 17mm)

BRM S-403S (lowered on wheel Ø 16.8/17mm)

BRM S-403F (original on wheel Ø 15.5mm)

BRM S-403FL (lowered on wheel Ø 15.5mm)

BRM S-403M (for Mini and A112 with wheels S-402MC Ø 13.7mm).

Front tires **GROUP 2**

BRM s-403k - BRM s-403vw (Scirocco original) on wheel Ø 16.7mm)

9.2 It's allowed to grind the front tires homogeneously over the entire surface of the tyre. It is permitted to round the tire shoulder.

9.3 When the model is ready during the verification the front rims must touch the track, except for models NSU / Simca / Renault R8 / Abarth A112 / Mini Cooper / **Abarth 1000**, which they don't have a limit and so the size is free.

10. Braids – Motor wires

10.1 Free braids and motor wires.

10.2 To fix the wires to the guide it's allowed to use grub screws or cable eyelets.

10.3 You can fix the wires on the chassis



s-403

s-403s



s-403f

s-403fl

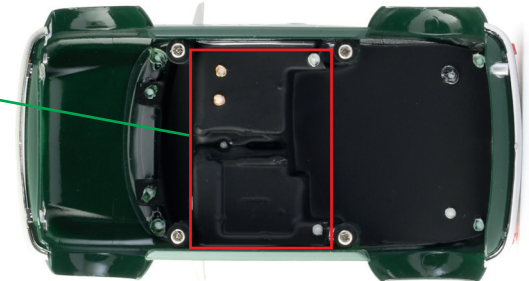
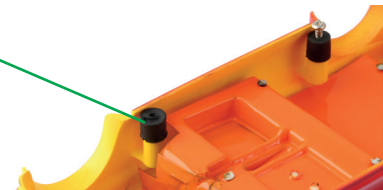
TECHNICAL

Rules

MODEL	WEIGHT (without rubber and screws)
Mini Cooper	34g
Simca 1000	46g
NSU TT	43g
Abarth 1000 TCR	35g
A 112 Abarth	37g
Renault Gordini r8	41g
Opel Kadett GTE	45g
Alfa GTA	42g
Escort MKI	42g
BMW 2002	45g
VW Scirocco	44g
Ford Capri	42g
Datsun 240z	44g
Porsche 911	44g

11. Body

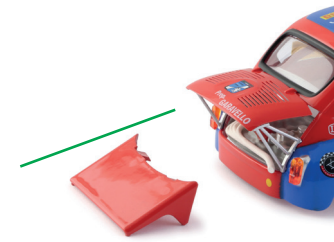
- 11.1 The bodies in kits must be completely painted (a clear finish alone is not enough).
- 11.2 At the start the model must have all his parts except for wipers, hooks and mirrors).
- 11.2 Mandatory the rubber covers for body posts **BRM S-013R**, **S-013RA**, **S-013RB** or **S-013RC**.
- 11.4 It's allowed to change the height of the body adding spacers inside the rubber covers using brass spacers of 0.5mm **BRM s-011c** or 1.0mm **BRM s-011d**.
- 11.5 The fixing body screws must be the original **S-421B** or **S-421A** (M2x6 sink head for 1.3mm allen key) or the Revo (1.5mm allen key).
- 11.6 Weight bodies, see the list on the right.
- 11.7 If it's necessary add weight to reach the minimum weight, it must be located on the red area under the cockpit.. (see photo)
- 11.8 To facilitate the assembling of the cockpit it's possible cut the legs of the driver from the knee.
- 11.9 The height of the rollbar can't be lower than the driver helmet.



12. Body exceptions

Abarth 1000 TCR

- 12.1 It's allowed to use both types of rear bonnets and to not use the original side mounts. The rear bonnet must be kept open like the original model.
- 12.2 It's allowed to scratch material inside the rear wheel arch to get a better rolling of the rear tyre.



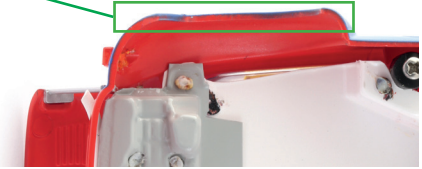
BMW 2002

- 12.3 You can replace the whole cockpit using a full lexan one. You can remove the rear black plastic part from the body.



SCIROCCO

- 12.4 You can replace the whole cockpit using a full lexan one. It's allowed to not assemble the front and rear bumpers*.



FORD CAPRI

- 12.5 You can replace the whole cockpit using a full lexan one*.



Lexan cockpit*

if BRM items codes:

BMW S-424B

SCIROCCO S-425VW

CAPRI S-424C



Abarth A112

- 12.6 You can replace the whole cockpit using a full lexan one*.

Renault R8 Gordini

- 12.7 It's allowed to reduce the height of the front spoiler to the red line (see photo on the right).

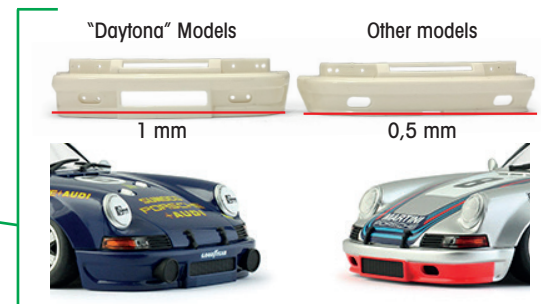


Opel Kadett

- 12.8 It's allowed to scratch material inside the rear wheel arch to get a better rolling of the rear tyre.

Porsche 911

- 12.9 The height of the front spoiler can be reduced. On the "Daytona" model, by 1 mm, on the other models by 0.5 mm.



* The lexan cockpits must be completely painted.
The driver must be recognizable with different painting between body, helmet and gloves.



GROUP 2

YOUNGTIMER TROPHY



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