



# E.C.R.A. 1972

## HANDBOOK

Electric Car Racing Association  
28 Bolton Street  
Piccadilly  
London W.1.

049/7  
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# Electric Car Racing Association

January, 1972

Dear Member,

*You may or may not know that owing to reasons beyond their control, Model Cars have been unable to produce the Handbook this year. We have therefore, had to make alternative arrangements, and I feel that this may well prove beneficial in the long run, as it ensures that only E.C.R.A. members receive free Handbooks. Nevertheless, I would like to thank Model Cars for all their assistance and generosity and wish them good luck in the future.*

*Model Car Racing generally has unfortunately suffered a recession over recent years. We must ensure that the Association flourishes despite set-backs and looks to every member to help in this respect by recruiting new clubs and new members. Formula 32 may help you to do this.*

*Good luck and good racing in 1972.*

STAN WHITBREAD,

Chairman.

## 1972 OFFICIALS

|                           |       |                 |
|---------------------------|-------|-----------------|
| Chairman                  | .. .. | C. S. Whitbread |
| Vice-Chairman             | .. .. | L. A. Cranshaw  |
| Hon. Secretary            | .. .. | R. W. Smith     |
| Hon. Assistant Secretary  | .. .. | T. Pinnock      |
| Hon. Treasurer            | .. .. | S. Jensen       |
| Hon. Membership Secretary | .. .. | Mrs. D. Haywood |
| News Editor               | .. .. | L. Garratt      |

## 1972 COUNCIL

|              |          |               |          |
|--------------|----------|---------------|----------|
| W. Stevenson | (Area 1) | A. Webb       | (Area 7) |
| I. Chadwick  | ( " 2)   | H. Shortland  | ( " 8)   |
| J. Foster    | ( " 3)   | R. Willimott  | ( " 9)   |
| F. Lewis     | ( " 4)   | M. Street     | ( " 10)  |
| G. Hughes    | ( " 5)   | G. E. Briscoe | ( " 11)  |
| T. Condon    | ( " 6)   | P. D. Clarke  | ( " 12)  |

## 1972 MANAGEMENT COMMITTEE

|                 |                |
|-----------------|----------------|
| C. S. Whitbread | R. W. Smith    |
| J. Thin         | L. A. Cranshaw |

## 1972 COMPETITION SECRETARY

C. M. Frost

**28 Bolton Street  
Piccadilly  
London, W.1**

## ELECTRIC CAR RACING ASSOCIATION

E.C.R.A. was formed many years ago for the purpose of providing basic rules and principles so that its members could race anywhere in the country on equal terms. It has, without any doubt, achieved this object magnificently. In fact many other countries have adapted its rules and even the unattached clubs and individuals here have done the same which is sufficient tribute to its success.

Present day racing is a sophisticated business and needs sophisticated and comprehensive rules. There are certain individuals who delight in finding loop holes and using them to their own advantage. One-up-manship is their name for it. Fortunately your officials are all enthusiastic model racers who can see as far as most. However they are only human and must rely on you, the members, for help and advice. You are just as much an integral part of E.C.R.A. as any official.

Your lines of communication within the Association are:

1. Your own Club Secretary.
2. Your Area Delegate.

The Area Delegate is a member of the Council and will be delighted to take any queries and problems on your behalf to the June or October Meetings. We hope members will take advantage of this facility and thereby involve themselves more deeply in the making of decisions etc. Going further contact can be made with the Management Committee regarding the day to day organisation or to the Competition Secretary for decisions regarding technical matters relating to tracks, cars, etc.

You can also contact any official direct and he will do his best to help or advise. Please remember that he is just an ordinary chap like yourself, so phone at normally reasonable hours — if you write, enclose a stamped addressed envelope. Please don't grumble if you don't get a reply by return. He has to work too.

The workings of the Association are set out in the Constitution and every member club has a copy. Reference to it will solve many problems of procedure and administration on the spot.

E.C.R.A., of itself, does not make Rules. You the members are the only people who can do that and any rule is by majority vote. Every proposed rule must go before the Council. As your Area Delegate is a member of the Council let him know your views or it will never be known or discussed. If you don't do this the fault is entirely yours. If the matter is so urgent that it effects the good of the sport they will take a decision. If it is any less than this they will prepare a proposition for a postal vote. If you don't return postal votes the fault is again entirely yours.

Following a Council decision only one Postal Vote on that decision may be taken during the ensuing year.

In any application for a postal vote the signatories must include their Driver's Permit Number or Club.

Any appeal against a decision of the Management Committee must be accompanied by a Protest Fee of £5. This Fee will be returned if the protest is upheld.

No member under suspension for any reason will be eligible to take part in any Area or E.C.R.A. Meeting.

All the officials and Committees have one basic desire — to work for the good of the sport. Use them properly and we all benefit.

E.C.R.A. needs the financial support of your membership fee to stand on its own feet — it deserves your support to make it powerful enough to carry out the wishes of the majority and for the great service it has already rendered to the sport and to you.

Please do one tangible thing to express your appreciation — persuade at least one other enthusiast to join E.C.R.A.

Here are the names and addresses, etc., of the main officials:

|                       |   |
|-----------------------|---|
| Chairman:             | C. S. Whitbread, 43 Oaklands Avenue, Harborne, Birmingham B17 9TU (021-427 0899)                |
| Vice-Chairman:        | L. A. Cranshaw, Chorlton, 8 Brookside, Ashton, Nr. Mouldsworth, Cheshire. CH3 8BZ (Kelsall 778) |
| Secretary:            | R. W. Smith, 20 Ashbourne Avenue, South Harrow, Middlesex HA2 0JS                               |
| Treasurer:            | J. S. Jensen, 10 Pennings Avenue, Rydes Hill, Guildford, Surrey.                                |
| Membership Secretary: | Mrs. D. Haywood, 38 Carisbrooke Drive, Southport (71 88889)                                     |
| Comp. Secretary       | C. M. Frost, 32 Barton Court Road, New Milton, Hampshire.                                       |
| Editor:               | L. Garratt, 24 Derwent Avenue, Woodlesford, Leeds LS62 8RP                                      |

### ASSOCIATION ACCESSORIES

- |                                    |  |
|------------------------------------|--|
| 1. E.C.R.A. Transfers              | Suitable for Model Cars at 5p per doz. |
| 2. E.C.R.A. Lapel Badges/Tie Tacks | at 20p                                 |
| 3. E.C.R.A. Scrutineer's Gauge     | at 37½p                                |

All orders plus 3p postage and available from our Treasurer, J. S. Jensen — Drivers' permit numbers must be stated with order. (Non-members may also purchase the most useful gauge for 65p, postage 6p.

## ORGANISING A MEETING

How often is an otherwise enjoyable meeting marred by organisation faults? It is hoped that the following brief notes will form a guide to basic organisation procedure and be of help to those less experienced than others.

The secret of successful management being the careful delegation of duties it follows that one person cannot run a meeting efficiently and several key officials are needed to ensure success. In fact a successful meeting with good officials runs so easily that organisation is barely noticed.

The main official is the Clerk of the Course who is really the 'manager' and to whom all the other officials are responsible.

In 'order of appearance' the necessary officials are:

1. Secretary of the Meeting.
2. Clerk of the Course and his Deputy.
3. Chief Marshal.
4. Scrutineers.
5. Stewards.

It is possible for one person to combine duties 1 and 2 but he does need a Deputy for number 2.

**Secretary of the meeting.** He is responsible for all the paper work and should:

1. Draft, duplicate and distribute the regulations and entry forms as agreed by the Club Committee.
2. Receive the entry forms from competitors and enter them on the race sheets.
3. Make out cards showing each driver's heat numbers and lane colours and draw out Practice Sheets.
4. Draw out Result Sheets.
5. Draw up a Balance Sheet showing the financial result.

**Clerk of the Course.** This is the 'manager' responsible for the actual conduct of the racing and what follows applies equally to his Deputy.

1. Checks with Chief Marshal that all points are covered.
2. Obtains practice sheets from Secretary and supervises organised practice.
3. Obtains race sheets from Secretary, calls up the appropriate drivers, records the results of each race and enters the qualifying drivers in subsequent finals, etc.
4. He must make a decision on any protest made by a competitor unless he feels that the protest should go direct to the Stewards.
5. The official result of each race is his responsibility as is any decision regarding a re-start.

**Chief Marshal.** Is responsible for seeing that all agreed marshalling points are adequately covered at all times and he decides:

1. Which points must be covered by club members — *i.e.* difficult ones. He should try and reserve one or two members who can marshal anywhere as reliefs.
2. Allocate easier points to visiting clubs and make sure that one member has the job of seeing that his point is always covered.

**Scrutineer.** This official must have a good knowledge of E.C.R.A. rules and, if possible, a knowledge of full scale cars. He should have all the Model Cars books of dimensions and any other dimensions he can lay his hands on.

Any protest against his decision must be made to the Stewards.

**Stewards.** They are the ultimate authority on the day. They should consist of one Club member with a really good knowledge of the rules and the sport generally and one similar person from each of two visiting clubs — 3 in all.

They should avoid taking part in arguments and act only on protests from a competitor or on a request from an official.

If they consider a matter of sufficient general importance they can report it to the Competition Secretary for discussion or decision by the Council.

Should a Steward himself be involved in a protest and feels unable to give an impartial vote he should ask a member of another visiting club to take his place for that particular protest.

**General.** If sufficient members are available it is a good idea to make one person responsible for the track faults which may develop and another to cover the electrics.

It follows that officials should have a current copy of the Handbook. At the subsequent inquest any deficiencies can be discussed and steps taken to avoid a repetition. Every official should know his duties perfectly and also realise the effect of his actions on the others so that the whole organisation can be turned on like a switch. Meetings then run without *apparent* effort.

The cars may be miniatures but the drivers are not and a miniature car meeting needs basically similar preparation and organisation to a full scale meeting. If organisation is good it does not have to be over-officious. In fact if the organisation is efficient the meeting will flow easily and competitors and officials will enjoy it.

## RULES AND RACING

The rules made by E.C.R.A. members by majority vote cover car standards and the rules now commonly accepted for the general conduct of meetings. They are primarily designed to cover E.C.R.A. Championship events but they do apply to Open and other events.

Clubs who wish to deviate from the standard accepted rules should clearly specify any such deviation in their particular regulations for the event. If no deviations are stated then the following rules must be applied.

In 24th scale racing, organisers should state the distance between lane centres or stipulate in the regulations the maximum width of car permitted.

All changes made in the rules, up to and including the A.C.M., have been included and the rules which follow remain in force, unaltered, until the 31st December, 1972.

### RACING CLASSES — 32nd SCALE

The use of the following classes is mandatory at Area Meetings and all meetings leading up to and including the British National Championships. For other meetings any variation from these classes must be described in the Regulations.

#### Grand Prix

**Class 1.** Any single seater racing car built to conform to F1, F2, F3, F.5000 and F.J. in full scale racing which has raced since 1st January, 1961.

**Class 2.** Any single seater racing cars expressly designed as G.P. cars which have raced full scale prior to 1st January, 1961 and all Indianapolis cars whenever raced. NOTE: Sports and Touring cars modified to race in full scale Grand Prix are expressly excluded.

#### Sports Cars

**Class 3.** Open 2-seater sports and sports racing cars the full size prototype of which has a wheelbase not exceeding 8 ft. 4 in. Open 2-seater sports and sports racing cars complying with Formula 32 specification with a fixed wheelbase of 3 in. NOTE: See car standard 17 for specification of Formula 32 cars.

**Class 4.** Open 2-seater sports and sports racing cars the full size prototype of which has a wheelbase exceeding 8 ft. 4 in.

#### Grand Touring Cars

**Class 5.** Closed G.T. cars, the full scale prototypes of which have 2 seats or 2 seats and 2 occasional seats and a wheelbase not exceeding 8 ft. 4 in.

**Class 6.** Closed G.T. cars, the full scale prototypes of which have 2 seats or 2 seats and 2 occasional seats and a wheelbase exceeding 8 ft. 4 in.

#### Production Saloon Cars

**Class 7.** All closed cars, the full size prototypes of which have 4 or more full size seats.

#### Important Notes

**Note 1.** All class 1 cars must be in-lines — *i.e.* the motor shaft is at right angles to the rear axle.

**Note 2.** Closed cars means cars with hard tops or cars where the roof is an integral part of the body. Cars, the full scale prototypes of which have soft or fabric tops which can be folded down are regarded as Sports Cars.

**Note 3.** There is no restriction on the type of drive which may be used (other than in Note 1) or which wheel or wheels may be driven.

**Note 4.** Four-seater open cars are not eligible to race under any E.C.R.A. set out above.

#### Track Standards

1. The slot width must be a minimum of  $\frac{1}{8}$  in. and a maximum of  $\frac{1}{16}$  in. and its depth must not exceed  $\frac{1}{4}$  in. When issuing Regulations for a meeting, organisers *must* state the slot depth on their track.

2. The contact surfaces on each side of the slot must not be less than  $\frac{1}{8}$  in. or more than  $\frac{1}{4}$  in. in width (metal sprayed tracks excepted) and at all points on the track there must be pick-up contact  $\frac{1}{16}$  in. from the centre of the slot.

3. Looking in the direction of travel the positive contact must be on the left of the slot and the negative on the right.

4. Clubs must provide accurate lap recording equipment without additional fittings to the car being necessary.

5. Track voltage must not exceed 16 volts D.C. off load nor drop below 12 volts D.C. when each lane is drawing 4 amps per lane.

6. It is the responsibility of all clubs to ensure the minimum A.C. "ripple" in the power supply at the track and to insert a 12 volt battery of at least 30 amp/hour capacity in the circuit.

7. Tracks must be wired for dynamic braking.

8. No personal external power supplies intended to enhance the performance, or improve the braking, of cars is permitted.

9. Controller plugs to be B.S. 5463-pin, 2 amp. NOTE: To avoid a short on a normal wire wound controller, first connect the brakewire to the Earth terminal, hold one of the remaining wires on the L terminal and flick the N terminal with the other wire. If it sparks, reverse these two wires.

10. Clubs wishing to have a (third) lights tape should install it on the R.H. side in the direction of travel so that the centre of the tape is  $\frac{1}{2}$  in. from the centre of the slot.

11. For 24th scale racing the distance between lane centres should not be less than  $3\frac{3}{4}$  in.

#### Car Standards — 32nd Scale

1. All models to be built to  $\frac{1}{32}$ nd scale of a full-size prototype with a tolerance of plus or minus  $\frac{1}{16}$  in. (2 mm) in wheelbase. Bodies must also be within reasonable limits and a reasonable representation of the prototype. The onus of proof of dimensions rests with the competitor. NOTE: In interpreting the "reasonable representation" part of this rule please note the following points clarified by the Council.

A. All four wheels must touch and roll.

B. Spoilers and Diaplanes must be supported by photographic evidence.

C. Perspex or nylon wheel tyre combinations must be appropriately painted.

2. At the start of a race the overall diameter of the tyre and wheel must not be less than  $\frac{5}{8}$  in. (16 mm) unless the competitor can prove smaller when they must be to scale.

3. The overall width of all tyres is as follows:

Maximum  $\frac{5}{8}$  in. (16 mm). Minimum  $\frac{3}{16}$  in. (5 mm).

4. All cars must pass through a gauge 64 mm wide (*i.e.* just over  $2\frac{1}{2}$  in.). The tyres must not protrude outside the enveloping body, wings, mudguards or flares.

5. No projections downwards capable of guiding the car, other than the guide flag and pickups, are permitted.

6. The maximum length of the guide blade or flag must not exceed  $\frac{7}{8}$  in. (22.5 mm) nor must the extreme front edge of the guide blade or flag, project at any point more than  $1\frac{1}{8}$  in. (28.5 mm) forward of a straight line drawn between the centres of the front wheels.

7. All cars must carry clearly legible racing numbers in at least two places.

8. All cars must have transparent windscreens and windows as found on the prototype.

9. All cars must start a race with a driver securely fixed and the driver shall consist of a minimum of head, shoulders, arms and the top segment of the steering wheel joining the hands. None of these items can be merely painted in.

10. All cars must be suppressed against T.V. interference. The minimum suppression to be one capacitor across the motor brushes unless supplementary regulations for a particular meeting state otherwise.

12. Clear plastic bodies must be realistically painted.

13. In Class 1 cars the maximum overall width of the chassis must not exceed  $1\frac{1}{2}$  in. This limitation does not apply to scale engine and exhaust detail or suspension detail as found on the prototype. Suspension detail cannot be filled in with lead or other weights. Suspension detail heavier than  $\frac{1}{16}$  in. rod or wire may result in disqualification.

In Class 1 cars only vacuum formed plastic bodies are permitted and they must not exceed 35/1000 of an inch in thickness at any point. No weights may be attached to the body outside the maximum chassis width.

14. No part of the motor or gears shall protrude outside the normal confines of a scale body of the prototype or the scale representation of the engine nor shall any part of the motor or gears be visible when viewed from above.

15. In *all* classes the interior must be completely covered so that no part of the chassis or motor (excluding axle and axle tubes) is visible when viewed from above or through the windscreen or windows.

16. In Classes 3-7 inclusive, flares must fit the complete opening of the wheel arches.

### Formula 32 Cars

17. This formula is for Class 3 cars being 2-seater sports or sports/racing cars. All the foregoing rules apply in general except as stated below:

1. Wheelbase fixed at 3 in.

2. Standard plate anglewinder (E.C.R.A. approved). Anything but *lightness* can be added.

3. MURA Group 20 motor as sold "over the counter" and which must remain as purchased. Only brushes and springs can be changed.

4. Remaining components — free choice.

NOTE: This formula will remain unchanged until 31st December, 1972.

Any driver who has qualified for the individual championships at the National Finals since and including Watford are excluded from taking part in any Formula 32 Championship meetings.

At Area meetings, competitors in the Sports/GT Class can choose whether to go "Open" or Formula 32. If you choose F.32 you must state the fact on your entry form. It is actually a special event within an event. There is nothing to prevent an "open" driver from using a F.32 car or F.32 components and he can modify them as much as he likes. However, if you choose to go F.32 and say so on your entry form your car *must* be exactly to the specification. This will be strictly enforced.

When the results of a meeting are known, each organiser will produce two sets of results for the Sports/GT Class — one for the Open drivers and one for the F.32 so that at the end of the season there will be the Sports/GT qualifiers and the Formula 32 qualifiers.

For 1971 it has been agreed to accept three F.32 qualifiers from each Area in order to attract as many competitors as possible. The success of this decision will be reviewed in 1972.

18. A driver may remove or ask to have his car removed from the track at any time during the race, to make a repair or adjustment to his car. When such repairs are being made, they must:

A. Be made off the track.

B. The race will not be interrupted, and

C. Repairs may only be made during the running time of a race.

19. The Clerk of the Course may have removed from the circuit for attention any car that he believes is creating a hazard to other cars or to the track, whether due to faulty mechanical, electrical or physical condition. The track will be switched off during the inspection only. The car thus removed may not be replaced on the track to continue racing until such time as the Clerk of the Course is satisfied with the repairs or corrections that have been made.

### Car Standards — 24th Scale (A.R.C. Standards)

**Classes of Cars.** All 24th scale cars will be classed by body types as set out below.

### Car Classes

- Class 1. Single Seater Class. Included in this class are all cars which are models of real cars in the automotive field having no more than one seat.
- Class 2. Grand Touring Class. Included in this class are all cars which are models of real cars in the automotive field which are permanently roofed, enclosed wheeled and having no more than two seats.
- Class 3. Sports Class. Included in this class are all cars which are models of real cars in the automotive field having open-cockpits, enclosed wheels and no more than two seats.
- Class 4. Saloon Class. Included in this class are all cars in the automotive field having roofs, enclosed wheels and not less than four seats.
- Class 5. Free Formula Class. Included in this class are all models not necessarily being models of real cars and any of the cars included in the single-seater, grand touring, sports and saloon classes.

### Car Standards

#### Bodies:

1. Bodies must be near exact replicas of actual cars in the real automotive field.
2. Bodies without transparent windows, windshields or windscreens are prohibited.
3. Bodies must display at least two sets of racing numbers.
4. The body of a car must be securely mounted on its chassis. *Pin mounted bodies are prohibited* unless authorised by the Race Controller.
5. Enclosed wheel bodies must cover the tread of the front and rear wheels and tyres. *Flaring of the wheel arches is only permitted when backed up by documentary evidence of the real car.*
6. All bodies must have a suitably positioned driver with helmet, shoulders, arms, and steering wheel properly painted.
7. The cockpit area must be covered with suitable material (plastic, cardboard, etc.) in all classes so that the chassis and motor cannot be seen through the cockpit area.
8. All bodies must be fully painted and detailed with such items as decals, hardware, striping and rollbar where applicable.
9. Spoilers and diplanes are permitted but *must* conform to the American N.C.C. Rule.

#### Chassis:

10. Chassis assemblies (including gear) which do not clear the track surface by a minimum of  $\frac{1}{16}$  in. are prohibited.
11. Chassis must be entirely concealed by the body.
12. Weighting materials are permitted if fitted to the car to the satisfaction of the Race Controller.
14. All external power braking systems are prohibited.

#### Motors:

14. All motors must be concealed (top and sides) by the body of the car.
15. Commutator drip wicks are prohibited.
16. Motors which have characteristics likely to cause damage to tracks and their power supplies may be disallowed by the Race Controller.

#### Axles:

17. Axles may not be extended beyond the outside rim of the wheel when viewed from above.

#### Pick-up:

18. One pick-up guide is the only method of guidance afforded any one car.
19. The pick-up guide may not exceed  $\frac{7}{8}$  in. in length nor penetrate more than  $\frac{1}{4}$  in. into the slot.
20. No part of the pick-up guide may be visible when viewed from on top of the car except where the body does not extend  $1\frac{1}{4}$  in. from the centre line of the front axle, in which case the guide may not extend more than  $1\frac{1}{4}$  in. from the centre line of the front axle.

#### Wheels and Tyres:

21. All four tyres must touch and roll on the track, at the same time.
22. The following dimension limits apply to the wheels and tyres fitted to 24 scale cars.  
Front — Diameter minimum  $\frac{3}{4}$  in., width minimum  $\frac{1}{16}$  in.  
Rear — Diameter minimum  $\frac{3}{4}$  in., width maximum  $\frac{3}{4}$  in.
23. Tyre additives are permitted subject to the approval of the Race Controller.
24. All wheels must be centred in the wheel arches.

#### Car Width:

25. Maximum body width of any car must not exceed  $3\frac{3}{8}$  in./maximum to outside edges of wheels  $3\frac{1}{8}$  in./for single-seater class.

## GENERAL RULES AND REGULATIONS

A copy of these may be obtained from the Secretary.

### COMPETITION RULES

1. The Association shall each year organise a meeting or meetings to decide the National British Championships in 32nd scale for:
  - (a) Individual Grand Prix (Class 1).
  - (b) Individual Sports/G.T. (Classes 3 and 5).
  - (c) Individual Production Saloon (Class 7).
  - (d) Individual Formula 32.
  - (e) Club Teams (1972 — Classes 3 and 5).  
(1973 — Class 7).  
(1974 — Class 1).

2. Such Championships shall be contested on the following basis:

Individual — Areas with less than 25 members — 1 qualifier.

Areas with more than 25 members — 2 qualifiers.

The next 6 vacant places are allocated to the 6 Areas with the largest membership.

The remaining vacant places are allocated by the Management Committee at their discretion.

The membership for each area is that registered at the 1st May preceding.

Formula 32 — For 1972 each Area is allowed 3 qualifiers.

### Club Teams

In order to qualify an Area must have at least two affiliated clubs registered at the 1st May preceding and must run at least one meeting to decide the qualifying team. Each Area shall arrange sufficient meetings (minimum two for individuals) amongst its constituent clubs and members to decide the contestants and shall inform all interested parties of such arrangements.

For purposes of the Team Championship a club team may be drawn from any of its members registered before the 1st May preceding.

3. The track for all events leading up to the National British Championships must have a minimum of 4 lanes and be not less than 50 feet to the lap, marked out in sections of 1/10th or less.
4. The organisers shall appoint a Clerk of the Course, three Stewards — at least two of whom shall be visitors and sufficient Scrutineers and Marshals.
5. The Clerk of the Course shall have general control of the meeting. He may stop a race (by reason of a false start or any other reason) and order a re-run. If, at the first corner, all cars, or all but one car are de-slotted the Clerk of the Course will stop the race and permit ONE re-start only. Any question arising out of the general running of the meeting shall be referred to the Clerk of the Course whose decision shall, subject to an over-riding decision by the Stewards, be final.
6. An aggrieved competitor has a right of appeal to the Stewards. Should he not be satisfied with their findings he may refer the question at issue to the Competitions Secretary for a ruling.
7. All cars competing in the National British Finals Meeting shall be scrutineered before competing and if they do not comply with the car standard shall be excluded.
8. In Area events all cars qualifying for Semi-Finals, Sub-Finals and Finals shall be scrutineered before those events are run.
9. Any car not complying with the car standards shall be excluded and shall take no further part in the meeting. The next fastest car shall move up in the list of qualifiers.

10. A car or chassis that has been raced in one class shall not be raced in another class or raced by another driver at the same meeting.
11. Proxy driving is not permitted.
12. Before practice starts the organisers shall allocate adequate practice time to all competitors and shall notify competitors of their lane or lanes.
13. Drivers may drive their cars to the starting grid.
14. If, when a race is ready to start, any competitor is missing, he shall be allowed 1 minute to bring his car to the Grid. The race shall then be started and the competitor may join in the race thereafter.
15. If, when a race is started, all cars do not leave the starting grid, the Clerk of the Course shall declare a false start and order a re-start. Power to the lanes shall be checked and if, on re-start, all cars do not leave the grid those car/s shall be presumed faulty and the race shall continue.
16. Heats shall be run for a fixed period of time with a minimum of three minutes per heat. Laps and fractions of laps covered by each car shall be recorded and the fastest cars shall go forward to the next stage.
17. Any Finals, Sub-Finals or Semi-Finals may be run over a fixed period of time or over a fixed number of laps as set out in the Supplementary Regulations.
18. A Sub-Final shall be between the fastest competitors not qualifying for the Final.
19. In Finals, Semi-Finals and Sub-Finals, the fastest driver has first choice of lane, the second fastest the second choice, and so on until all the lanes are full.
20. In Area meetings the organisers shall arrange for sufficient heats and Semi-Finals (or Sub-Finals) to be held to enable at least the first six competitors to gain championship points.
21. Each team shall consist of five drivers and two cars. Team event shall be a minimum of 2 hours in 4 segments of 30 mins. each on four lanes.
22. Winners will be the team covering the greatest aggregate distance.
23. Ties to be decided by the distance covered in the segments starting with segment 1.
24. Supplementary Regulations and entry forms shall specify the classes to be raced, any special rules and any variations of these Competition Rules. If no variation is specified these rules shall apply.
25. Supplementary Regulations must state whether home club drivers are permitted to race.
26. Entries received after the official closing date shall not be accepted.
27. Drivers must book practice with the Clerk of the Course or his deputy for the time being.



28. A driver qualifying for a Final, Semi-Final or Sub-Final with more than one car may elect to drive any one of them. The other or others are then withdrawn.
29. Any person who has raced for one club in any event leading up to the Team Championship cannot race for another club in the team event during the same year or season, nor can an individual driver gain qualifying points for the Championship in more than one Area.

#### Constructors' Championship

As from 1st January, 1972 only cars which qualify for the National Finals will be eligible for this award.

#### Driving Permit Regulations

The following proposals were put forward to clarify the existing rules regarding driving permits.

1. That the Driving Permit is the only proof of a driver's membership of (a) an Area, and (b) a Club.
2. That a member may hold one current permit only.
3. That to participate for points in area meetings a member must hold a permit for that area.
4. That to participate in any team event leading up to the National Finals, a member's permit must show him to be a member of the club he is driving for.
5. Area Delegates may issue a receipt for applied membership which will be accepted as a temporary driving permit for 28 days from the date of issue.
6. During the same year or season, drivers can accumulate points in only one E.C.R.A. Area's qualifying events leading to Individual and Club Team National Finals.
7. Driving Permits should be carried by all members whilst participating in an official E.C.R.A. Area or National Meeting.
8. In the event of a member changing club, his permit should be returned to the Association Secretary (not Membership Secretary) for amendment. The application for amendment will be investigated and if found to be *bona fide* will be passed to the Membership Secretary for action.

#### Council Declaration

It was brought to the Council's notice that some members' conduct and language at some meetings this year leave a lot to be desired. It is appreciated that we all participate in what is frequently a highly frustrating competitive sport but members are expected to be mature enough to contain themselves without causing annoyance to other drivers or embarrassment to the host club, their guests and visitors. Race Controllers and Stewards, etc., will be fully supported by the Council in any action taken by them and complaints made to the Management Committee will be fully investigated.

#### KNOWN CLUBS AS AT 31st DECEMBER, 1971

The address shown are those of the Secretary not the circuit.

**Area 1. Delegate** — W. Stevenson, 16 Cammo Crescent, Barnton, Edinburgh EH4 8DZ (031-336 2958).

- Clyde M.C.C.  
J. Barton, 326 Kingsbridge Drive, Bankhead, Rutherglen, Glasgow.
- Ecurie Barnton  
P. Foubister, 102 Craigcrook Road, Edinburgh EH4 3PN
- A. C. Racing  
A. Aird, Inschdermie, East Main Street, Darvel, Ayrshire.  
Hamilton M.C.C.  
G. Main, 10 Abbotsford Avenue, Rutherglen, Glasgow.
- Moray M.C.  
T. Wood, 98 Inchbroom Avenue, Lossiemouth, Morayshire.
- Kirkcaldy M.C.C.  
W. Carr, 25 Sauchenbush Road, Kirkcaldy, Fife.
- Elmwood M.R.C.C.  
A. Brooks, 25 Marchburn Drive, Penicuik, Midlothian.
- Esk Valley M.C.C.  
N. Anderson, 71 Fifth Street, Newtongrange, Midlothian.
- Weir E.C.R.C.  
J. Templeton, 57 Graffham Avenue, Giffnock, Renfrewshire.
- '427' Club  
A. Coppola, 24 Royal Terrace, Edinburgh 7.
- Hamilton M.C.C.  
G. Main, 10 Abbotsford Avenue, Rutherglen, Glasgow.

**Area 2. Delegate** — I. Chadwick, 12 Delfin Top, Ormskirk, Lancs.

- Dog & Gun M.C.R.C. **EVESLEIGH GREYSTOKES AVGHTON NR ORMSKIRK**
- J. Price, 21 Eastway, Maghull, Liverpool L31 6BR
- Aintree M.R.C.C.  
D. Acton, 28 Ronaldsway, Upton, Wirral, Cheshire.
- Vauxhall M.C.C.  
M. Rimmer, 21 Grenville Crescent, Bromborough, Cheshire.
- Ashton M.C.R.C.  
E. Johnson, 24 Stanley Street, Manchester M11 1JN
- A.R.R.A.  
E. Clarke, 19 Lousdale Road, Southport, Lancs.
- Chester M.C.C.  
M. Geraint, 402 Chester Road, Little Sutton, Wirral.

**Area 3. Delegate** — H. J. Foster, 101 Seatonville Road, West Monkseaton, Whitley Bay, Northumberland (Whitley Bay 26044).

- Blyth M.R.C.C.  
H. J. Foster, 101 Seatonville Road, West Monkseaton, Whitley Bay, Northumberland (Whitley Bay 26044).

Sunderland M.R.R.C.  
J. Potter, 2 Bevan Avenue, Ryhope, Co. Durham.  
Middlesbrough M.M.R.A.  
D. Atterton, 20 Brinkburn Road, Norton, Teeside.

**Area 4. Delegate** — F. A. Lewis, 280 Wellington Road, Bilston, Staffs  
WY14 6RL

Lichfield M.C.R.C.  
A. Myers, 57 Birmingham Road, Lichfield, Staffs.  
Oaklands Park M.C.C.  
C. S. Whitbread, 43 Oaklands Avenue, Birmingham B17 9TU  
(021-427 0899)  
Stourbridge M.C.R.C.  
F. G. Burnett, 4 Dale Road, Norton, Stourbridge, Worcs.  
(Stourbridge 71849)  
Gypooslak  
F. A. Lewis, 'Valetta', 280 Wellington Road, Bilston, Staffs.  
(Bilston 44168)  
Sale M.C.C.  
G. D. Barnes, 61 Clough Avenue, Sale, Cheshire.  
Newport M.C.  
G. Wilson, Beech Mount, 17 Station Road, Newport, Salop.  
South Birmingham M.R.C.  
C. King, 32 Thurlston Avenue, Sheldon, Solihull, Warks.  
(021-743 4590)  
Sherwood Park M.C.C.  
I. Stead, 30 Lucerne Close, Old Northwick Lane, Worcester. (51967)  
Parkside M.C.  
J. Day, 37 Longmoor Road, Sutton Coldfield, Warks.  
Nottingham M.R.C.C.  
J. F. Sheldon, 9 Gloucester Avenue, Nuthall, Notts. NG16 1AL

**Area 5. Delegate** — G. Hughes, 12 Longfields, Bicester, Oxon.  
(Bicester 3172)

Northampton M.C.C.  
E. A. Bourne, 23 Boughton Road, Moulton, Northampton.  
Leicester M.C.C.  
D. Cooper, 24 Princes Avenue, Nuneaton. (Nuneaton 323630).  
Loughborough M.C.C.  
R. Bott, 40 The Lant, Shepstead, Leics.  
Craven Park M.C.C.  
B. Slingsby, 69 Coombe Park Road, Binley, Coventry.

Warwick Slot Racers  
T. Tennant, 85 Charles Gardner Road, Leamington Spa.  
(Leamington Spa 21087)  
3 Spires Model Raceways  
P. Marshall, 24 Byfield Road, Coundon, Coventry. (Coventry 22555)  
Oxford Gladiator M.C.C.  
G. Hughes, 12 Longfields, Bicester, Oxon. (Bicester 3172)  
Avon M.C.C.  
J. Finch, 42 Drayton Avenue, Stratford-on-Avon, Warks.

**Area 6. Delegate** — A. J. Condon, 55 College Road, Harrow Weald, Harrow,  
Middx. (01-863 2431)

N. London S.M.E.  
R. W. Smith, 20 Ashbourne Avenue, South Harrow, Middx. HA2 0JS  
Spikes Folly  
B. Diggins, 62 Portland Road, Luton, Beds.  
Vauxhall M.C.C.  
J. McLean, 2 Mill Lane, Greenfields, Beds.  
Electrolux M.C.C.  
W. J. Cavendish, 22 Avenue Grimaldi, Luton, Beds.  
Bedwell (Stevenage)  
P. Earl, 10 Dewpond Close, Stevenage, Herts.  
North Kensington Pirates  
J. Huxley, 31 Cateret House, White City Est., Shepherds Bush,  
London, W.12.  
Tottenham Model Raceways  
M. Wootten, 367-369 High Road, Tottenham, London N17 6QN  
(01-808 5668)  
Warners End  
S. Ayl, 206 Spring Lane, Hemel Hempstead, Herts.  
Airfield M.E.R.C.  
Cpl. M. Swain, 14 Dowding Avenue, Waterbeach, Cambridge.

**Area 7. Delegate** — A. Webb, 2 Eastway, Nailsea, Bristol.  
Asst. Delegate — P. C. Lindsay, Oaklands, Chirstow, Exeter, Devon.

Bristol 450 M.R.C.C.  
M. J. Bush, 66 Royal Road, Mangotsfield, Bristol BS17 3DJ  
Bristol S.C.C.  
D. Coward, 23 Hatfield Road, Gloucester GL1 4LN  
Bath M.C.R.C.  
A. Webb, 2 Eastway, Nailsea, Bristol.  
Hanham Racing Syndicate  
G. A. Fryer, 9 Forest Edge, Hanham, Bristol BS15 3PP

Cardiff M.C.R.C.  
 M. Street, 11 Breddon Close, Rogerstone, Mon.  
 Taunton M.C.R.C.  
 M. Ellis, 41 Claremont Drive, Galmington, Taunton, Somerset.  
 Plymouth M.R.C.C.  
 J. E. Abraham, 19 St. Georges Avenue, Peverell, Plymouth, Devon.

**Area 8. Delegate** — H. Shortland, 69 Orchard Drive, Horsell, Woking, Surrey  
 Woking 61727 (Home). Guildford 69951, Ext. 327 (Bus.)

Surbiton M.R.C.C.  
 A. Hammocks, 46 Aston Road, Raynes Parks, London. S.W.20.  
 Roedale (Brighton) M.C.R.C.  
 C. H. Church, 174 Hollingdean Terrace, Brighton BN1 7HE  
 Haydon M.R.C.C.  
 J. S. Jenson, 10 Pennings Avenue, Rhydes Hill, Guildford, Surrey.  
 Yateley M.R.C.C.  
 I. Anderson, 11 St. Peters Gardens, Yateley, Hants.  
 Reading M.R.C.C.  
 D. Morris, Sandbrooke Walk, Burghfield Common, Berks.

**Area 9. Delegate** — R. L. Jones, 102 Newberry Road, Bromley, Kent.  
 Sydenham M.C.R.C.

I. Skilling, 54 Well Hall Road, Eltham, London, S.E.9.  
 Tonbridge School M.C.  
 T. F. J. Ostler, 26 Yardley Park Road, Tonbridge, Kent.

**Area 10. Delegate** — M. Street, 11 Breddon Close, Rogerstone, Mon.  
 Cardiff M.C.R.C.

M. Street, 11 Breddon Close, Rogerstone, Mon.

**Area 11. Delegate** — G. E. Briscoe, 83 Bolton Lane, Bradford 2.  
 Baildon (West Yorks) M.R.C.C.

K. Williams, The Nook, Wilsdon, Nr. Bradford.  
 Beaverlac M.C.R.C.  
 G. Schofield, 793 Hotham Road, Willerby Road, Hull, East Yorks.  
 Linton M.R.C.C.  
 R. W. Barrett, 10 Dalquise Grove, Hepworth, Nr. York.  
 Comp. Secretary — J. Eddison, 10 Deramore Drive, Badger Hill Estate,  
 York YO1 5HS  
 Leeds M.R.C.C.  
 D. Thomas, 198 Pudsey Road, Leeds LS13 4JB

**Area 12. Delegate** — P. D. Clarke, 41 Taverham Road, Drayton, Norwich  
 NOR 52X (Drayton 404)

Presto Park M.M.R.C.  
 A. Hawkes, 39 Beccles Road, Bungay, Suffolk.  
 Gorleston Greenbees S.R.C.  
 A. Taylor, 12 Avondale Road, Gorleston, Gt. Yarmouth, Norfolk.  
 Heron M.M.R.C.  
 G. Cox, 54 Partington Walk, Bury St. Edmunds, Suffolk.

## CHAMPIONS THROUGH THE YEARS

### E.C.R.A.'s National Champions from 1964

#### 1964

G.P. K. Stokes  
 Sports J. Ramsdale  
 Constructors R. Parker  
 Team Ashton-under-Lyne

#### 1965

G.P. G. Tapsell  
 Sports L. Hedley  
 Constructors M. Pannett  
 Team Beckenham M.R.C.

#### 1966

G.P. G. Ball  
 Sports J. Essex  
 Constructors R. Parker  
 Team Ashton M.R.C.

#### 1967

G.P. N. Hinton  
 Sports S. Davey  
 Saloon S. Broadbridge  
 Constructors M. Pannett  
 Team Sidcup M.C.C.

#### 1968

G.P. P. Radcliffe  
 Sports R. Coleman  
 Saloon R. Coleman  
 Constructors M. Pannett  
 Team Coulsdon M.C.C.

#### 1969

G.P. A. Aird  
 Sports A. Aird  
 Saloon I. Jensen  
 Constructors G. Green  
 Team Leicester M.C.C.  
 V. Ludorum A. Aird

#### 1970

T.I. P. Enos  
 Sports P. Birtles  
 Saloon P. Hore  
 Team Sydenham M.C.R.C.  
 Constructors G. L. Green  
 V. Ludorum P. Enos

#### 1971

T.I. R. Scott  
 Sports R. Diggins  
 Saloon P. Hore  
 Team Nth. London M.C.C.  
 Constructors P. Radcliffe  
 V. Ludorum I. Jensen

**ELECTRIC CAR RACING ASSOCIATION**  
28 Bolton Street, Piccadilly, London, W.1.

**MEMBERSHIP APPLICATION**

**Section A — CLUBS**

Club Name..... of Area.....  
Club Address.....

Secretary's Name & Address.....

Phone: .....

We meet on..... nights at..... p.m.

Club Affiliation Fee .. £  
(delete if next item totals 15 or more members) .. 1.50

.....of our members require E.C.R.A. membership at  
50p each. (Not applicable to Overseas Clubs) ..  
(The name of each member must be entered on the reverse  
of this form).

We require..... E.C.R.A. Badges at 20p each ..

We require..... doz. E.C.R.A. Car Transfers at 5p doz. ....

**TOTAL** .....

**Section B — INDIVIDUAL**

Name..... Club (if any).....

Address .....

Phone.....

Membership Fee .. £  
1.00

I require one E.C.R.A. Badge at 20p ..

I require..... doz. E.C.R.A. Car Transfers at 5p doz. ....

**TOTAL** .....

**N.B. Applicants please complete Sections A and C or B and C and  
send COMPLETE form with crossed cheque or P.O. made out  
to 'E.C.R.A.' to Membership Secretary:**

Mrs. D. Haywood, 38 Carisbrook Drive, Southport, Lancs.

**Section C**

To: **DELEGATE OF AREA**.....

I am pleased to inform you that membership and/or affiliation fees have been  
received for the following:

Club..... No. of Members.....

Secretary/Individual Member.....

Address .....

who wish/wishes to participate in your Area's activities.

Sincerely, D. HAYWOOD.

**E.C.R.A. members know (and all other top flight slot racers for that  
matter) that today's winning car is only as good as the parts from  
which it is prepared. That MUST be the reason why so many of them  
choose our parts (just a selection is listed below) and find themselves  
way out ahead. See for yourself.**

**PARMA**

Economy Controllers  
2, 4, 7, 10 ohm .. £3.50

Standard Controllers  
1, 1.5, 2, 2.5, 3 ohm .. £6.20

Tire Traction .. per bottle .38p  
(new formula)

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777 Handle .. Each £1.05

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Group 7B Motor .. £3.58

Group 20B Motor .. £2.80

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Can Size

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26/27, 26/28, 27/28

Group 20 Armature .. £1.80

Short Magnum Armature .. £2.20

26S and 27S

**DAVENPORT & FORDHAM**

Drill Blanks

2 $\frac{1}{2}$ , 2 $\frac{3}{4}$  & 3" x  $\frac{1}{8}$ " .. .12p

2 $\frac{3}{4}$  & 3" x  $\frac{3}{32}$ " .. .12p

48 Pitch Straight Cut .. .20p

Gears 31, 32, 33, 34, 35,

36T.  $\frac{1}{8}$ " or  $\frac{3}{32}$ " Bore

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