

BRITISH SLOT CAR RACING ASSOCIATIONMEMBERS HANDBOOK AND ASSOCIATION RULESASSOCIATION OFFICIALS

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Chairman, Secretary, Treasurer, Membership Secretary, Competition Secretary, "Slot Car Racing" Editor.

PREFACE

The British Slot Car Racing Association exists to foster slot car racing in Britain. For this purpose a set of rules and principles have been developed so that members can race anywhere in the country on equal terms. The basic rules are also used by many unattached clubs.

The Association organises a series of local area meetings leading to the National Championship event each year.

Recently the Association has been active in promoting a 'Production Class' to provide a bridge between the home set racer and the clubs, and to provide the experienced racer with an inexpensive form of racing.

The BSCRA newsmag, "Slot Car Racing", produced every two months, keeps members up to date with the slot-racing scene by publishing race reports, articles, comments and advertising, etc.

The racing rules, although perhaps complex, have been evolved to meet the needs of modern slot-racing by members voting through their Area Delegates at the Council Meetings. The officials of BSCRA are enthusiastic racers, so any matter requiring action between Council Meetings will be decided with the good of the sport in mind. However, the officials rely on you, the members, for help and advice. Your lines of communication within the Association are as follows:

1. Your Club Secretary
2. Your Area Delegate
3. Members of the Management Committee.

Your Area Delegate will be delighted to take any problems or queries on your behalf to Council Meetings. Going further, contact can be made with the Management Committee regarding the day to day organisation of the Association, or the Competition Secretary for decisions regarding technical matters concerning tracks, cars and other rule interpretation problems.

You can contact any official direct, and he will do his best to help or advise. However, please remember to telephone at a reasonable hour or, if you write, to enclose a stamped, addressed envelope for his reply.

The full workings of the Association are set out in the Constitution. Reference to this will solve many problems of procedure and administration on the spot.

If a matter arises that is so urgent that it affects the good of the sport, the Council will take a decision on it. Following any Council decision, one postal vote of the Membership may be taken on that decision in the following year. A postal vote may be prepared by the Council or applied for by the members. In any application for a postal vote the signatories must include their Drivers Permit number or club name.

Any appeal against a decision by the Management Committee must be accompanied by a Protest Fee of £5.00. This fee will be returned if the protest is upheld.

Lastly, the existence of BSCRA is largely responsible for the standardisation of cars and tracks, nationally, and hence the availability of the equipment that you race with. Members can help to continue this state of affairs by persuading other enthusiasts to join the Association.

ORGANISING A MEETING

A slot-racing meeting is easily marred by bad organisation leading to long delays of unnecessary argument over marshalling, race control or scrutineering, etc.

The officials needed to run an efficient meeting are:

1. Secretary of the Meeting
2. Race Controller
3. Scrutineers
4. Stewards

It is, of course, possible to combine some of the above duties but at least two knowledgeable and responsible people are required besides the Stewards.

Secretary of the Meeting

He is responsible for all the paperwork and should:

1. Draft, duplicate and distribute the entry forms and regulations as agreed by the club committee.
2. Receive the entry forms from competitors and enter them on the race sheets.
3. Ensure the competitors are informed which races they are in by displaying duplicate race sheets etc. Also ensure lane marker stickers are available.
4. Draw up the results sheets.
5. Draw up a balance sheet showing the financial result.

Race Controller

This is the "manager" responsible for the conduct of the racing. His duties are:

1. To check that all the marshalling positions are covered, and if necessary call for more marshalls.
2. To obtain practice sheets from the secretary and supervise official practice.
3. To obtain race sheets from the secretary, call up the appropriate drivers, run and record the results of each race and enter the qualifying drivers into subsequent finals etc.

4. To make a decision on any protest made by a competitor unless he feels that the protest should go direct to the stewards.
5. To make a decision regarding the restarting of any race and to be responsible for the official result of each race.

Scrutineer

This official must have a good knowledge of BSCRA Regulations and, if possible, a knowledge of full-size racing cars. His equipment should consist of a BSCRA scrutineering gauge, an accurate scale rule and a list of the wheelbase of as many full-size cars as possible. Any protest against his decision must be made to the Stewards.

Stewards

These are the ultimate authority on the day. They should consist of one home-club member with a good knowledge of the Rules and the sport generally, and one similar person from each of two visiting clubs - three in all.

They should avoid taking part in arguments and act only on protests from a competitor or by request of an official of the meeting. If they consider a matter of sufficient general importance they can report it to the Competitions Secretary for discussion or decision by the Council.

Should one of the stewards be himself involved in a dispute and feel 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 someone responsible for repairing any faults which may occur with the track or lap recorders.

All officials, particularly the race controller and the scrutineer, should have a current copy of the BSCRA Handbook.

Every official should know his duties and also realise the effect of his actions on the meeting. The meeting should then run without apparent effort.

Note

Clubs are advised to obtain insurance to cover their liability for injury or damage to persons or property, and against loss or damage to their equipment.

Marshalling

One of the most vital posts to be filled at any slot-race meeting is that of corner marshall. Unfortunately, it is often regarded as being an irksome, thankless chore to be done as little as possible, and fit mainly for the lesser drivers or those with enough conscience to do more than their fair share.

This need not be the case as, if every competitor marshalled the same number of times that he raced, a good deal of delay whilst calling for marshalls would be avoided. Remember, you'll want marshalls whilst you're racing, so be prepared to do your share.

It is recommended that the organisers of meetings allocate marshalling positions to competitors. For example, the drivers from each lane can be responsible for marshalling nominated corners in the heat following their race. In team races, each team can be made responsible for marshalling a nominated corner. Organising the marshalling in this way allows the race controller to call for named drivers or teams to marshall, rather than having to make a general appeal for marshalls to a room full of people (many of whom will assume the appeal is addressed to somebody else!) The above is now mandatory at the National Finals.

Some tips for marshalls are listed below:

1. Don't wear anything that dangles on the track - there is no need to create more work for yourself than is already provided by the drivers.
2. Try to concentrate on the job in hand. This entails not holding a conversation or eating your lunch, etc.
3. Don't try to replace a de-slotted car if there is a chance that you will knock another car off in the process - your first task is to clear the circuit of debris.
4. Don't guess which lane to put a car back into - if it's not stickered properly, that's the drivers fault and he will thank you in the long run for not putting it in the wrong lane.
5. In the event of a multiple crash, the car causing the pile up is always replaced last.
6. Don't take anything that a driver says to you in the heat of the moment as a personal insult. He probably doesn't mean it - it's just that you are the most convenient person for him to vent his frustrations on.

Whilst there is no excuse for a really bad piece of marshalling, the drivers can help to make the marshall's job a little easier by following these basic tips:

1. Ensure your car is correctly stickered, with the sticker in a clearly visible position - it's not much good placing it on the rear wing as the marshall will have his hand over it when he picks the car up.
2. You will probably know that you've overdone it before the car de-slots, but the marshall won't. If you shout at him

- you will only succeed in making him lose his concentration at the critical moment your car comes off. Likewise, if the marshall has more than one car in his hands, all your yelling at him is likely to achieve is to make him even more confused, with the result that he will take longer to sort things out, possibly wrong-laning you in the process.
3. If you see a car across your lane, don't try to drive straight through it and then expect the marshall to put you back in the slot in double quick time. You'll save much more time by waiting for the marshall to clear the obstruction and you won't run the risk of wrecking your car or that of the other driver.
 4. Try to keep your temper and never, never use bad language, as this does nothing but damage the reputation of our sport. At most major meetings use of bad language will result in the driver receiving a Public Warning, followed by possible exclusion from the meeting for repeated offences. You have been warned!

TRACK GRIP CONDITIONS

Cars built to BSCRA rules are generally intended to run with some rubber deposit (from the tyres) and some 'goop' on the track. The use of goop is strictly controlled by new rules introduced in 1993 (see part five, rule 28 of this handbook). The following guidelines are generally accepted:-

1. The rubber deposit and goop on tracks does not work well after an extended period of use (because of dust etc. contaminating the goop). It is generally accepted that prior to a major meeting, tracks should be cleaned off and re-gooped.
2. Tapes will need to be cleaned periodically during meetings. Care should be taken to clean only the tapes, and not to remove grip from the rest of the track.
3. The solvents used to clean the track and/or tapes tend to damage the adhesive that holds the tapes to the track, so avoid the use of excess solvents.
4. When the track has been cleaned/re-gooped, or the tapes have been cleaned, it is generally necessary to drive cars round to 'run in' the grip. A few laps is usually sufficient after cleaning the tapes, but considerably longer will probably be needed following cleaning/re-gooping the whole track.
5. If you goop up your rear tyres before a race, put it down in a braking area before the corner where you need most braking effect. Never put a freshly gooped car on in the middle of a straight or corner.
6. More powerful cars generally run better with more grip, and are better able to cope with thick tyre deposits than less powerful ones. Therefore, organisers of meetings should consider running Production cars first and Sports/GT cars last, so that the more powerful cars are run later in the meeting when the grip and tyre deposits are usually greatest.

RULES OF THE ORGANISATION

The rules are made by the majority vote of BSCRA members and are primarily intended to cover BSCRA Championships. However, they are generally used for all Open Meetings and other events, so clubs wishing to deviate from them should clearly state any such deviations in their regulations for the event.

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PART ONE: Racing Classes

Grand Prix

Class 1: Any Formula One car raced in a World Championship Grand Prix in the current year or any of the previous four years.

Sports/GT

Class 2: Any 2 seater of 2+2 (occasional seat) sports or sports racing car or any single seat Can-am car built to and raced under FIA or Can-am regulations since 1st January 1966. Any 2 seater car which is built to, and rallied under FIA regulations since 1st January 1966.

Production Saloon

Class 3: All closed cars, the full-size prototype of which has 4 or more full-size seats; circuit racing derivatives of such cars; and rally derivatives of such cars.

NOTE: Where doubt arises as to whether a car's seats are full-size, the Competitions Secretary will base his decision on the class in which the full-size car is raced.

Important Notes

- (a) Closed cars means cars where the roof is an integral part of the body or where a hard top is fitted. Cars, the full-size prototypes of which have soft or fabric tops which can be folded down, are regarded as being open.
- (b) Four-seater open cars are not eligible to compete in any BSCRA class set out above.

PART TWO: Track Standards

1. The slot width must be a minimum of 3mm and a maximum of 5mm. The depth must be a minimum of 5mm, but 8mm is preferred, and organisers of meetings must inform competitors in advance if the slot depth is less than 8mm. At least one point in each lane shall have a slot depth of not more than 8mm. The minimum lane spacing for all new tracks shall be 90mm. The preferred minimum for 1/24 cars is 100mm.
2. The contact surface on each side of the slot must not be less than 3mm or more than 6.5mm in width (metal-sprayed tracks excepted), and at all points on the track there must be pick-up contact 5mm from the centre of the slot. NOTE: tracks may have a short 'dead' section on one straight for lap recording purposes.
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 DC off load, nor must it drop below 12 volts DC when each lane is drawing 4 amps. The voltage should not drop below 12 volts DC when one lane is drawing 10 amps.
6. It is the responsibility of all clubs to ensure the minimum of AC 'ripple' in the power supply at the track. All track power supplies must include one or more 12v DC batteries with a combined capacity of at least 30 amp. hours, but preferably 100 amp. hours minimum. (NOTE: an average small car battery is around 35-40 amp. hours capacity).
7. Tracks must be wired for dynamic braking.
8. No personal external power supplies intended to enhance the performance or improve the braking of the cars are permitted.
9. Controller plugs are to be BS 546 3-pin, 2-amp type, wired as follows:
 - Live to power lead.
 - Neutral to common lead.
 - Earth to brake lead.On all new circuits, and on existing circuits where possible, the live terminal shall be positive with respect to the earth and neutral terminals of controller sockets. The polarity shall be stated on meeting entry forms if it is not as above.
10. Clubs wishing to have a third, lights tape should install it on the right hand side in the direction of travel, so

that the centre of the tape is 13mm from the centre of the slot.

11. WIRING DIAGRAM:
Fig. 1. 'Normal' Controller (ie: fixed resistor and brake contact).

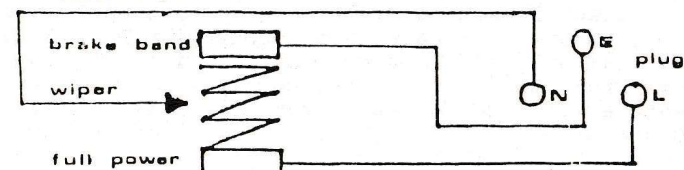


Fig 2: 'Barrel' controller (ie: fixed brake and power contacts and moving resistor).

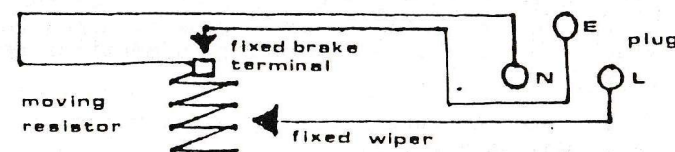
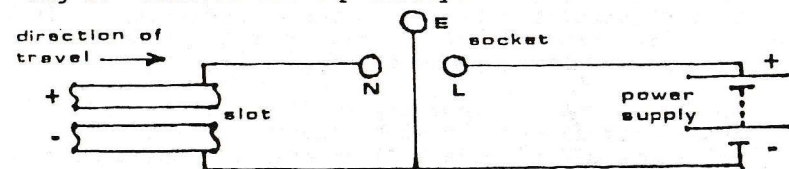


Fig 3: Correct track polarity.



12. **WARNING:** The use of epoxy resins on controller resistors should be avoided as these may produce toxic fumes if the resistor becomes overheated.

PART THREE: Car Standards

The Car Standards have been divided into 6 parts (3A to 3F) they are applicable as follows:-

- Class 1 (Grand Prix) Cars must comply with Part 3A and 3B.
Class 2 (Sports/GT) Cars must comply with Part 3A and 3C.
Class 3 (Saloon) Cars must comply with Part 3A, 3C and 3D.
Class 4 (Production) Cars must comply with Part 3F.
Cars entered for the National Team Race must comply with Part 3A, 3C, 3D and 3E.

PART 3A - Car Standards Applicable to all Cars (except Production Class)

- A1. All models to be built to 1/32nd scale of the full-size prototype with a tolerance of plus or minus 2mm in wheelbase. The onus of proof of dimensions rests with the driver.
- A2. Bodies must be reasonable representations of the prototype. This implies the following:
- (a) Wings and other aerodynamic devices must be of the correct proportions, and correctly positioned. In the case of a non-standard device, photographic evidence of its use must be supplied by the competitor.
- (b) Major visible appendages, such as lights, intakes, engine detail, etc, must be shown in their correct positions and colours. Clear plastic bodies must be painted.
- (c) The Council or Competitions Secretary have the power to declare any bodyshell ineligible if it does not conform to the above. BSCRA maintains a list of non-approved bodies, details of which can be obtained from the Competitions Secretary.
- A3. All cars must carry clearly legible racing numbers in at least two APPROPRIATE places.
- A4. All cars must have transparent windscreens and windows as found on the prototype.
- A5. All cars must have a driver securely fixed, and consisting of a minimum of head, shoulders, arms and top segment of the steering wheel joining the hands. None of these items may be merely painted in.
- A6. The maximum length of the guide blade must not exceed 23mm, nor must the extreme front edge of the guide blade project more than 29mm forward of a straight line drawn between the

centres of the leading pair of wheels.

- A7. No projections downwards capable of guiding the car, except for the guide blade, detailed in Rule A6 above, and pick-ups, are permitted.
- A8. All cars must be suppressed against TV interference. The minimum suppression to be a capacitor across the motor brushes unless supplementary regulations for a meeting state otherwise.
- A9. The overall width of all tyres must be as follows:
Maximum - 16mm Minimum - 4mm.
All road wheels must touch and roll.
- A10. Cars must have black front tyres. One-piece wheels and tyres must have the appropriate part black.
- A11. Silicone based tyres are not allowed. Sponge to be orange or red.

PART 3B - Car Standards Applicable to Class 1 (Grand Prix) Cars Only

- B1. Rear body detail (eg. gearbox) may be omitted.
- B2. No part of the motor, chassis or gears (excluding axles and axle tubes) shall be visible when viewed from above or through the windscreen.
- B3. There is no restriction on the type of drive which may be used or which wheels are driven, except that all cars must be 'in-line', ie. the motor shaft is at right angles to the rear axle. NOTE: Anglewinder chassis shall automatically be allowed in Class 1 if suitable in-line gears become generally unavailable. Having satisfied themselves that they are unobtainable the Council shall give at least one month's notice of the date from which angle winders will be permitted.
- B4. At the start of a race the overall tyre diameter must be as follows, or scale size, whichever is smaller:-
Front tyres - 14mm minimum Rear tyres - 15mm minimum.
- B5. All cars must pass through a gauge 68mm wide.
- B6. The maximum width of the chassis is 32mm except for the section between the trailing edge of the rearmost front tyre and the leading rear tyre where the maximum width is 50mm. This limitation does not apply to scale engine or exhaust detail or suspension detail as found on the prototype. Suspension detail thicker than 1.6mm rod or wire may result in disqualification.

Suspension detail must be in the correct position and may not be filled in with lead or other weights.

- B7. Vacuum formed plastic bodysHELLS only are permitted and these must not exceed 1mm in thickness at any point. No weights may be attached to the body so as to be outside the chassis width limit.
- B8. For body mounting purposes only, up to 150mm total of not thicker than 1.2mm (18 s.w.g.) wire may be used outside the chassis width limit together with a reasonable amount of tape. As an alternative to this, a maximum of 2 pin tubes per side, not exceeding 2mm o.d. and substantially parallel to the axles, are permitted outside the chassis width limit. Up to four pins or 100mm of wire not thicker than 0.8mm (22 s.w.g.) may be used with the pin tubes. NOTE: wire outriggers or pin tubes, as described above, must be fixed to the chassis within the chassis width limit. If plastic 'pans' are used the part outside the chassis width limit is regarded as part of the bodysHELL and must therefore be of only one thickness of not more than 1mm. The pans should be in clear or translucent plastic with a minimal amount of fixing glue. No stiffeners are allowed.

PART 3C - Car Standards Applicable to Class 2 (Sports/GT) and Class 3 (Saloon) Cars and Cars in National Team Race Championship

- C1. Wheelarch openings on the model must be the same as those on the full-size car, ie. they may not be cut out where the prototype has closed arches. Likewise where the prototype has open wheelarches these must be open on the model. The front wheel arches need not be cut out providing they are left unpainted, and the wheels are visible from the sides. It is not sufficient to just leave rear wheel arches unpainted - they must be cut out.
- C2. Rear bodywork, if fitted to the prototype, must not be omitted.
- C3. No part of the motor, chassis or gears shall be visible when viewed from above or through the windscreen or windows.
- C4. There is no restriction on the type of drive which may be used or which wheel or wheels are driven.
- C5. At the start of a race the overall tyre diameter must not be less than 15mm or scale size, whichever is the smaller.
- C6. All cars must pass through a gauge 64mm wide. The tyres must not protrude outside the enveloping body, wings, mudguards or flares.

- F4.1 Front wheels must have black rubber tyres, must make an angle of at least 85° with the track surface, must be of at least 12.7mm (1/2") overall diameter, must rotate on their axles, and must be mounted such that they contact the track surface as the car is rocked to the side, before the chassis or the bodysHELL.
- F4.2 The maximum overall width including the bodysHELL but excluding the body mounting clips, screws or pins is 64mm.
- F4.3 Rear wheels may have either black, red or orange sponge tyres. Silicone based tyres are not allowed.
- F4.4 All other parts are a free choice.

PART FOUR: National British Championships

1. The Association shall each year hold a meeting or meetings to decide the National British Champions for 1/32 scale models in the following classes:
- (a) Individual Grand Prix (BSCRA Class 1)
 - (b) Individual Sports/GT (BSCRA Class 2)
 - (c) Individual Saloon (BSCRA Class 3)
- In addition to the above 3 Overall Championships, which are open to all grades of driver, there will be a separate final in each class at the Nationals open to Main grade drivers only.
- (d) Novice Grade Drivers with Saloon cars
 - (e) Club Teams
 - (f) Constructors
 - (g) Individual Production Class (BSCRA Class 4)

Individual Championships

- 2(a) Overall; all BSCRA members are eligible to race in the Overall Championships.
- (b) Main Grade; all BSCRA members are eligible for the Main Grade except:
- i) The Overall National Champions in each open class in the last 5 years.
 - ii) The top 6 drivers in the Overall National Championships in each open class in the last 2 years.
 - iii) The top 10 drivers in the Overall National Championships in each open class in the previous year.
 - iv) The previous year's Main Grade National Champions in each open class.

NOTE: The open classes are GP, Sports/GT and Saloon.

- (c) Novice Grade and Individual Production: all BSCRA members are eligible for Novice Grade and Production except:
- i) Any finalist (top 6) in any previous Novice or Production National Championship, or in any previous Formula 32 National Championship.
 - ii) Anyone who has qualified for, or raced at, the Novice or Production National Championship (Formula 32 prior to 1983) three times in total.
 - iii) Anyone who had qualified for, or raced at, the Individual National Championship other than in Novice, Formula 32, Production or the Team Race in any previous year.

NOTE: Competitors who qualify for both Individual National Finals and Novice and/or Production may race in all applicable events in that year.

- (d) Allocation of Nationals Qualifiers to Areas. Overall: 30 places in each class shall be allocated to the Areas in as near as possible direct proportion to the Area's membership eligible for the Main Grade. Up to 20 further places in each class shall be allocated to the Areas in as near as possible direct proportion to the Area's membership not eligible for the Main Grade. Novice Grade and Production: 30 places in these classes shall be allocated to the Areas in as near as possible proportion to the Area's membership eligible for the Novice Grade and Production.
- (e) The membership for each Area is that registered at 1st Feb. preceding the National Finals and in order to qualify for the Individual National Championships, drivers must be BSCRA registered members by 1st February that year.
- (f) Each Area shall arrange at least 2 meetings amongst its members to decide the qualifiers and shall inform all interested members of such arrangements.
- (g) 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.
- (h) During the heats at the National Finals all drivers will marshall the heat following their own. Should they fail to do so when asked then their best heat time, in that class, will be forfeit. Drivers may be excused from marshalling at the discretion of the Race Controller.

Club Team Championship

- 3(a) Each Club may enter one team in the National Club Team Championships, provided that the club is affiliated to BSCRA by 1st February of that year. The drivers in the team must all be BSCRA registered members of the club at the time of the event, but the same drivers need not be used in each event.
- (b) Teams shall be required to enter the National Team Championship Final in advance, paying an entry fee which shall be non returnable even if the team do not race. The Council shall set the fee and entry date, which shall be at least one month before the race.
- (c) The Association shall organise whatever additional meetings are necessary to reduce the number of teams qualifying from the Areas to that which can be catered for at the National British Finals meeting.
- (d) To participate in any team event leading up to and including the National Finals, a member's permit must show him to be a member of the club he is driving for.
- (e) Any person who has raced for one club in any event leading up to the Team Championship may not race for another club in the Team Championship during the same season.
- (f) The race format shall be as follows:
- i) Each team shall consist of four drivers and 2 cars.
 - ii) The National Team Race final shall be run with all the teams competing in one race, with rest periods if necessary. Each team shall have 3 hours running time, except when there are more than 12 teams when the organisers may reduce the running time.
 - iii) In all team races leading up to and including the Team Race Final each driver shall race for an equal period of time, and each team shall race on each lane for an equal period of time. For the purpose of this rule, 'driving' shall include repairing the car or waiting for it to be repaired if this is necessary during the driving period. Repairs to the car may only be made during the running time of the race.
 - iv) Once a team's second car has been used in a race, the first car cannot be used again in that race. Teams will be required to nominate their first and second cars before the race commences.

- v) The winners shall be the team covering the greatest distance. Ties shall be decided by the distance covered in the segments, starting with Segment 1.
- vi) Driver changes are only permitted at the times designated by the Race Controller. The track shall be switched off during driver changes.
- vii) At the National Team Race, all competing teams will have both their cars impounded as necessary to ensure equal preparation time.

Constructors Championship

- 4. At the National Individual Finals each year, a trophy shall be awarded for the best constructed car overall. This shall be judged giving credit for all the work carried out by the constructor. The winning car must complete one heat with at least 70% of the laps of the fastest heat in that class.

Final judging shall take place after the heat to ensure that items are not used which are impractical on a genuine slot car.

General

- 5(a) The track used in all events leading up to the National British Championships must have a minimum of four lanes and be not less than 15m to the lap, marked out in sections of 1/10th of a lap or less.
- (b) All cars competing in the National Finals shall be scrutineered before competing and, if they do not comply with the Car Standards, shall be excluded.
- (c) In Area events, all cars qualifying for semi-finals, sub-finals and finals shall be scrutineered before those events are run.
- (d) Drivers may accumulate points in only one BSCRA Area's qualifying events leading to Individual or Club Team National Finals in any one season.
- (e) Driving Permits should be carried by all members whilst participating in an official BSCRA Area or National Championship Meeting.
- (f) All Competition Rules, Racing Classes (as specified in Part 4, Rule 1), Track Standards and Car Standards apply to and must be enforced in all events leading up to and including the National British Championships.

Certain local conditions may require additions to these; in particular it is widely accepted that a club may insist on a minimum ground clearance or additional TV suppression.

NOTE: Clubs wishing to insist on these additions must give competitors written notice of them before the day of the event. However, Part 5, Rule 4 does not give organisers the right to modify Competition or other Rules in the events specified in this rule.

- (g) The Victor Ludorum Trophy at the National Finals shall be calculated by adding the points obtained in each class overall. Points shall be allocated 30 for 1st place, 29 for 2nd, etc down to 1 point for 30th place.
- (h) A best presented car award shall be awarded in each Class at the National Finals. These awards shall be judged on the appearance of the car as viewed on the track.
- (j) At the National Finals Meeting, the following Code of Conduct applies:-
 - i) No gooping or cleaning the track is permitted during races in individual classes.
 - ii) In the time between the end of the previous race and the start of the current race, a lane may only be gooped or cleaned with the agreement of the driver in that lane in the current race. The Race Controller may order a general tape cleaning period, at the end of which he will authorise a few laps 'running in' prior to the next race.
 - iii) During the team race a team may goop or clean the lane on which it is running, subject to (iv) below, but may not goop or clean the lane on which any other team is running.
 - iv) The Clerk of the Course has the power to designate areas to which access is limited. It is envisaged that this will include prohibiting everybody except marshalls from the area between the drivers rostrum and the track during racing. (This will prevent one corner from being gooped during the team race).

PART FIVE: Competition Rules

- 1. The organisers shall appoint a Race Controller, three Stewards - at least two of whom shall be visitors and sufficient scrutineers and marshalls to efficiently run the event.

Competitors who have driven on the track used for the National Finals in the 6 months prior to the event, other than in official practice or races at the finals meeting, shall not be allowed to race at the meeting.

24. Cars scrutineered before a race must comply with the rules as specified in Part 3 of this Handbook. If cars are scrutineered after a race, the scrutineer must satisfy himself that the car was legal at the start of the race, mindful that a car is not necessarily illegal if minor damage or tyre wear sustained during a race renders it temporarily outside the Regulations. However, a car cannot be allowed to continue racing if it suffers major damage, such as the loss of the main bodyshell or one or more wheels etc.
25. Tyre dressings containing oil of Wintergreen are not allowed.
26. CONDUCT:
 - 26.1 Competitors must maintain acceptable standards of conduct at all times. In particular the following are absolutely unacceptable:
 - Obscene or abusive language
 - Excessively loud or continued shouting
 - 26.2 Race Controllers are responsible for ensuring acceptable conduct is maintained, particularly during racing. At the start of a meeting the Race Controller must remind competitors of the standards required. Race Controllers are responsible for imposing sanctions as described in 26.3, 26.4, 26.5.
 - 26.3 In the event of unacceptable conduct during a race the Race Controller must issue a verbal warning to the competitor concerned and keep a written record of this. The race may be stopped while the warning is issued and then resumed.
 - 26.4 If the competitor continues or repeats unacceptable conduct the Race Controller must stop the race, and require the offending competitor to leave the driving position. The race will then be resumed. The offending competitor's score in that race shall be disallowed. The Race Controller must keep a written record of this.
 - 26.5 If the competitor's conduct is unacceptable in a later race the Race Controller must immediately stop the race and require the offending competitor to leave the driving position. The race will then be resumed. The offending competitor's score in that race shall be disallowed and the competitor shall then be excluded from the event.

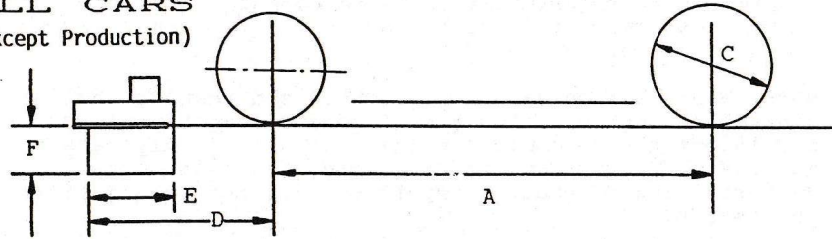
The Race Controller must keep a written record of this. Supplementary regulations or announcement must state whether exclusion is limited to a specific class, day or the entire meeting.

NOTE: Where a race cannot be stopped and resumed the Race Controller must disallow the offending competitor's score and inform him as above but the race should only be stopped and re-run if the competitor's conduct affects other drivers. The offending competitor will not take part in the re-run.

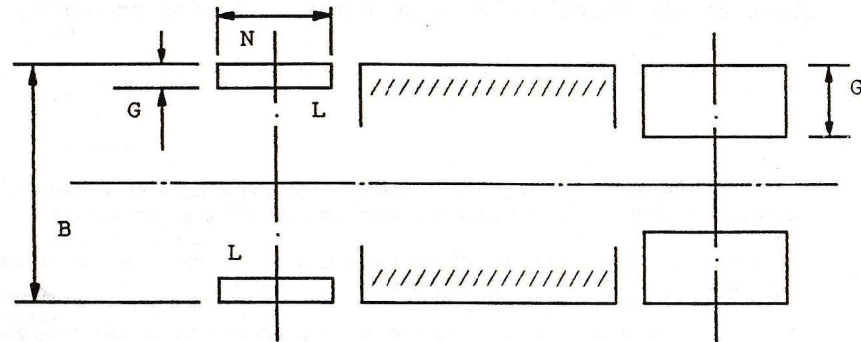
- 26.6 In extreme cases the Race Controller may impose the sanctions in 26.4 and/or 26.5 immediately if, in the circumstances, competitors conduct warrants it. Any dispute over sanctions must be referred to the Stewards.
 27. The organisers of a meeting are responsible for providing lane stickers. The driver is responsible for sticking appropriate lane stickers to their car.
 28. Changing the grip conditions of the track either by adding goop or cleaning the track is only permissible as follows:
 - i) Gooping or cleaning the track is permitted up to the end of the official practice periods. (NOTE this does not include the period between races)
 - ii) Tape cleaning is not permitted during races, but is permitted at any other time providing it does not interfere with cars being driving round the track.
 - iii) The race controller may permit re-gooping and/or cleaning any part of the track where an incident has changed conditions. As far as reasonable practical, the track will be returned to the grip conditions immediately prior to the incident.
 - iv) Goop may be added to the tyres and solvent to the braid before putting the car on the track for the first time prior to each race. No further goop or solvent may be added before the end of the race. More than one car may be tried in the pre-race 'warm-up' but second or subsequent cars can only be put on the track in the position defined by local regulations. It is not permitted to transfer extra goop/solvent to the track by using 2 or more cars with excess goop/solvent.
- NOTE for the purposes of this rule goop is any substance intended to be spread on the track surface, or likely to be spread on the track surface. Cleaning the track includes any action likely to remove or modify the goop on the track.

CHASSIS RULES ILLUSTRATED

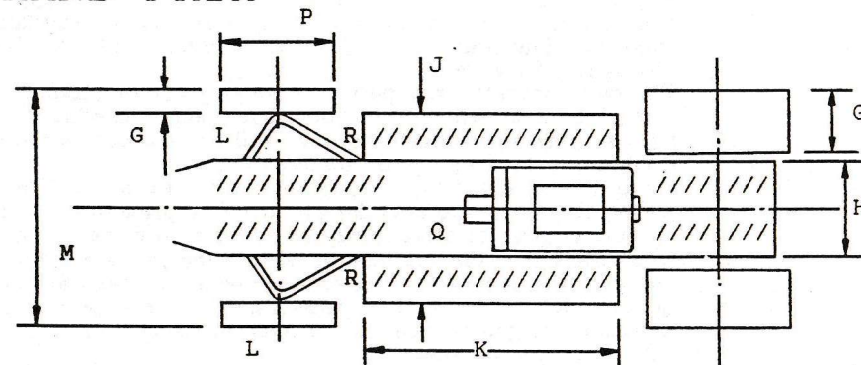
ALL CARS (except Production)



SPORTS, GT, and SALOON (INC. TEAM RACE)



GRAND PRIX



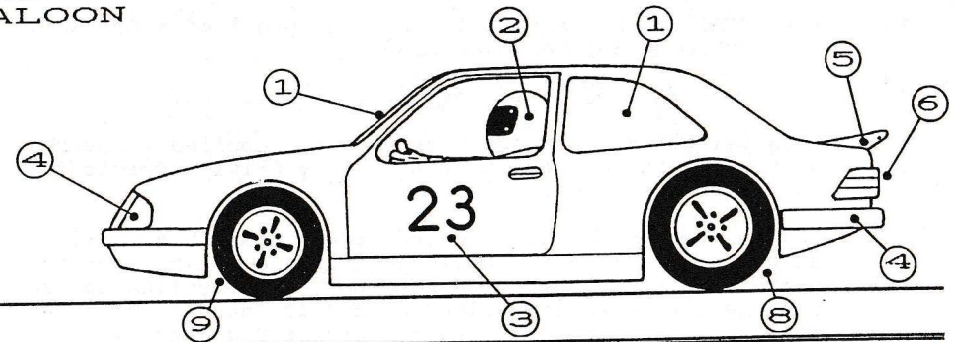
- | | | | |
|--|---------|--------------------------------|--------|
| A. Scale wheelbase | +/- 2mm | H. Maximum (GP only) | 32mm |
| B. Maximum width | 64mm | J. Maximum (GP only) | @ 50mm |
| C. Minimum diameter | * 15mm | K. Between dia. of wheels only | |
| D. Maximum | 29mm | L. Black front tyres. | |
| E. Maximum | 23mm | M. Maximum (GP only) | 68mm |
| F. To suit track (5 to 8 mm) | | N. Minimum | * 15mm |
| G. Minimum | 4mm | P. Minimum (GP only) | * 14mm |
| | 16mm | Q. Inline motor (GP only) | |
| R. (GP only) Suspension detail may be included, max.1.6mm rod. | | | |

* Or scale size if smaller.

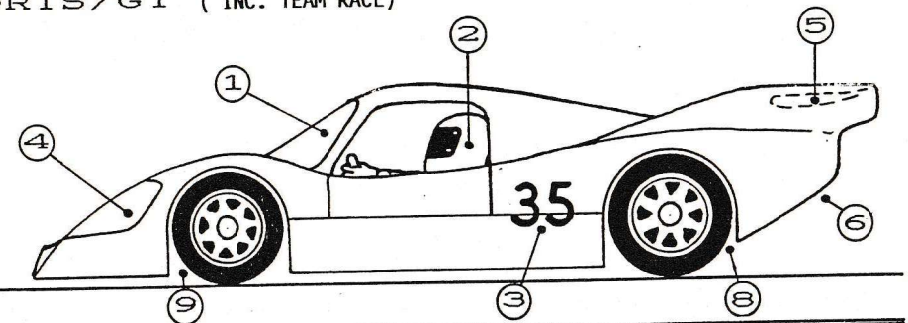
@ Body mounting wire allowed to body width.

APPEARANCE RULES ILLUSTRATED

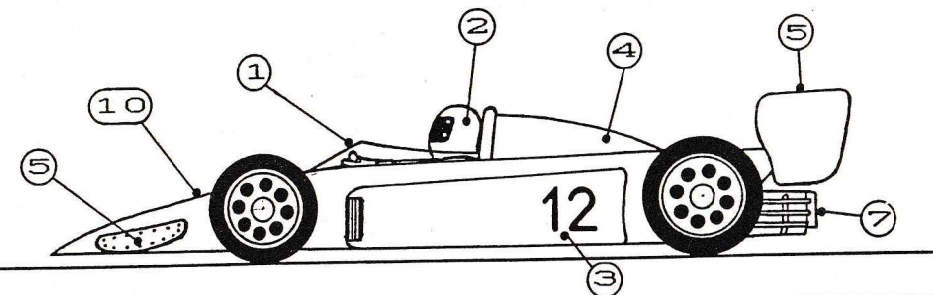
SALOON



SPORTS/GT (INC. TEAM RACE)



GRAND PRIX



1. Clear windows and screens where fitted to the prototype.
2. Driver (head, arms, steering wheel), and interior hiding all chassis parts.
3. At least 2 racing numbers, sensibly positioned, clearly readable.
4. Major details correctly painted.
5. Aerodynamic devices may not be added nor deleted compared with the prototype.
6. Rear bodywork fitted as per prototype.
7. (Grand Prix only) Gearbox detail may be omitted.
8. Rear wheelarches must be cut out or faired in as per prototype.
9. Front wheelarches need not be cut out if left in clear plastic.
10. (GP only) Bodyshell must be vacuum formed plastic, max. 1mm thick.

PART SIX: Driving Permit Regulations

1. The BSCRA Driving Permit is the only proof of a driver's membership of an Area of a Club.
2. A BSCRA member may hold one current permit only.
3. 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.
4. In the event of a member changing his club, his Permit should be returned to the Association Secretary (not the 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.

Bolton S.C.

BSCRA

Secretary: Mark Harrison, 4 Lynsted Ave., Great Lever,
Bolton, Lancs BL3 2DZ 0204 398431
Further Contact: Nick Evans, 28 Redwood Avenue, Audenshaw
Manchester M34 5EF. 061 320 8241
Club Address: YMCA, Deansgate, Bolton.
Club Night: Friday (+ Wednesday Practice)

A.R.R.A.

BSCRA

Secretary: Colin Charlesworth, 1 Hillock Lane,
Scarisbrick, Nr Ormskirk, Lancs L40 9QA 0704 880177
Further Contact: Charlie Fitzpatrick, 61 Larkfield Lane,
Southport, Lancs PR9 8NN. 0704 29342
Club Address: Poolhey Lane, Scarisbrick, Nr. Southport.
Clubnight: Friday

Pirelli S.C.C.

BSCRA

Secretary: Norman Fawcett, 1 Oak Lane, Kirkbampton,
Carlisle, Cumbria CA5 6HY. 0228 576058
Further Contact: Andy Jones, 110 Beamont Road, Carlisle. 0228 44748
Club Address: Pirelli, Dalston Road, Carlisle
Clubnight: Monday

Hawthorne Park

Scalextric Track & Cars

Secretary: Alan Clark, 29 Carrington Close, Birchwood,
Warrington, Cheshire WH3 7QA. 0925 810015
Further Contact: Ted Martin (Skelmersdale) 0695 31348
Club Address: Prescott Leisure Centre, Prescott, Lancs.
Clubnight: Alternative Fridays

AREA 3

Area Delegate: George Kimber, 14 Gleneagles Drive, Donwell,
Washington, Tyne & Wear NE37 1PC. 091 416 2620

Newcastle Slot Car Club

BSCRA

Secretary: Peter Sidgwick, 12 Myrtle Grove, Low Fell,
Gateshead, Tyne & Wear. 091 487 0523
Further Contact: As Area Delegate
Club Address: Longbenton Community College, Off Hailsham Rd.,
Longbenton.
Clubnight: Tuesday 7pm

Middlesborough MMRC**BSCRA**

Contact: Athol Graham, 16a Iverston Lane, Iverston,
Consett, Co. Durham. 0207 502865
Club Address: St. Lukes Church, Acklam Road, Thornaby,
Teeside.
Clubnight: Monday 7.30pm

Pontefract MRCC**BSCRA**

Secretary: Ian Prout, 15 Woodhall Drive, Ackworth,
Pontefract, W.Yorks. 0977 613677
Club Address: Above "Out of Town" Clothes Shop, Bell Lane,
Ackworth, Pontefract, W.Yorks.
Club Night: Monday

York Raceway

Track similar to BSCRA except lower power
scratch built and modified Scalextric cars.

Secretary: Chris Johnson, 22 Hobgate, Acomb, York. 0904 791292
Club Address: As Secretary
Clubnight: Wednesday

AREA 4

Area Delegate: Geoff Mitchell, 12 Sea View Road, Onchan,
Isle of Man. 0624 620784

Manx MCRC**BSCRA**

Secretary: Mike Buss, 15 Derwent Drive, Lakeside Gdns.,
Onchan, Isle of Man. 0624 22729
Further Contact: Mike Dove 0624 20947
Club Address: Summerland Entertainment Centre, Douglas, I.O.M.
Clubnight: Tuesday

Isle of Man Scalextric Club Sandtex Track Surface-Scalextric Cars

Secretary: Richard Cowell, 97 Heather Crescent, Pulrose,
Douglas, Isle of Man. 0624 626611
Club Address: Jakes Bar, The Promenade, Douglas, Isle of Man.

NORTHERN IRELAND**Harland & Wolff Social Club****BSCRA**

Secretary: Ernie Foster, 33 Cotswold Ave., Belfast BT8 4NA.

AREA 5

Area Delegate:

Oaklands Park

2 Tracks, one for BSCRA racing and a sandtex
surface track for Scalextric cars.

Secretary: Mike Perry, 38 Manor Gardens, Birmingham 33. 021 783 3451
Further Contact: John Dunicliffe 0902 727628
Club Address: Harry Mitchell Recreation Centre, Coopers
Lane, Smethwick.
Clubnight: Tuesday

Coventry SC

(Production cars at present, planning to join
other BSCRA racing.)

Secretary: Martin Horsley, 52 Duxbury Road, Leicester LE5 3LQ. 0533 741256
Club Address: Coventry Municipal Sports Ground, Allards Way
Coventry.
Clubnight: 3rd Tuesday in the Month

Quorn Scalextric Club Sandtex Track Surface-Scalextric Cars

Secretary: Paul Rogers, 27 Silbury Road,
Leicester LE4 0GW 0533 620236
Further Contact: Bob Bott, 18 Ulverscroft Road,
Loughborough LE11 3PU. 0509 231501
Club Address: Manor House Inn, Woodhouse Road, Quorn,
Leicestershire.
Clubnight: Tuesday

North Stafford Scalextric Club

Scratch Build MDF track, Scalextric type cars.

Secretary: David Lyttleton, Windsor House, Aysleys Drive,
Blyth Bridge, Stoke on Trent, Staffs ST11 9HJ 0782 394146
Further Contact: Martin Smith 0785 213568
Club Address: St. Michaels Hall, High Street, Stone, Staffs.
Clubnight: Most Fridays

Melton Mowbray SCC

Scalextric Track & Cars

Secretary: Nigel Lilley, 58 Sapcote Drive, Melton Mowbray,
Leicestershire LE13 1HQ. 0664 65011
Club Address: Thorp Road Playing Fields, Melton Mowbray.
Clubnight: Alternate Thursdays

Adrenaline Scalextric Club

Scalextric Track & Cars

Secretary: John Butler, 38 Middletree Road, Cradley,
Halesowen, W.Midlands B63 2PL. 0384 636340
Further Contact: Alan Pope 0384 634848
Club Address: In Halesowen
Clubnight: Alternate Mondays

Pheonix Trust MMRC

Scalextric Track & Cars

Secretary: Graham Pritchard, 6 Kestral Road, Halesowen,
W.Midlands B63 2PH. 0384 61532
Club Address: Harry Mitchell Centre, Broomfield, Coopers
Lane, Smethwick, W.Midlands.
Clubnight: Saturday Afternoon

Jaguar Apprentice Motor Club

Scalextric

Secretary: Dave Cuttler, 20 Westcotes, Tile Hill,
Coventry, Warwickshire CV4 8BD. 0203 470641
Club Address: Jaquar Social Club, Browns Lane, Coventry.
Clubnight: 2nd & 4th Monday Each Month

AREA 6

Area Delegate: Ian Fisher, 106 Chester Drive, Harrow,
Middlesex HA2 7PY. 081 866 8571

Chequered Flag SCC**BSCRA**

Secretary: John Wells, 439 Gander Green Lane, Sutton,
Surrey SM3 9QY. 081 641 5200
Further Contact: Tony Davey 0753 856304
Club Address: West End Youth Club, Gulliver Close, Northolt
Middlesex.
Clubnight: Tuesday

**North London Society of Model Engineers
(Also Church Farm Racing)****BSCRA**

Secretary: Tony J Condon, 44 Radcliffe Road, Harrow Weald,
Middlesex HA3 7QB. 081 427 9918
Further Contact: See Area Delegate
Club Address: Downway, Off Summers Lane, London N12.
Clubnight: Thursday

West London Slot Car Club**BSCRA Type Track**
Parma, G12 and Scalextric Cars

Secretary: Adrian Jacob, 3 Charnwood Road, Hillingdon,
Uxbridge, Middlesex UB10 0HX. 0895 236745
Further Contact: Tony Asplin, 13 Kenton Road, Harrow HA1 2BW.
081 422 5790
Club Address: Scout Hut, Sweetcroft Lane, Hillingdon, Middx.
Clubnight: Most Thursdays

Willington**BSCRA**

Secretary: Charlie Gooding, 28 The Grangeway, Willington,
Beds MK44 3QW. 0234 838963
Club Address: As Secretary
Clubnight: Contact Secretary

Vauxhall Motors Recreation Club**BSCRA & Scalextric**

Secretary: Gary Cannell, 19 Rectory Close, Slapton,
Leighton Buzzard LU7 9BZ. 0525 221201
Club Address: No Club Room at Present
Clubnight: ---

London Scalextric Club

Scalextric Track & Cars

Secretary: Steve Carter, 116 Sandhurst Road, Edmonton,
London N9 8BH. 081 804 0881
Club Address: St.Marks Church Hall, Lymington Ave., Wood
Green, London N22.
Clubnight: Tuesday

Burnt Oak SCC

Polystil Track - Scalextric & MRRC cars

Secretary: Jim Sharp, 6c Lancaster Grove, Hampstead,
London NW3 4NX. 071 916 2832
Further Contact: Paul Paterson 081 951 1171
Club Address: North Road Community Centre, Burnt Oak,
Edgware, Middlesex.
Clubnight: Wednesday

AREA 7

Area Delegate: Ray Williams, 1 Jupiter Way, Abbey Mead,
Gloucester. 0452 371438

Netley MCRC**BSCRA**

Secretary: Mark Witham, 86 Carisbrooke Avenue, Hillhead,
Fareham, Hants. 0329 665955
Further Contact: Dick Smith, 4 Rowley Drive, Botley, Hants. 0489 787293
Club Address: 60 Station Road, Netley, Hants.
Clubnight: Monday

Bath**BSCRA**

Secretary: Roy Norwood, 3 Ellacombe Road, Longwell
Green, Bristol. 0272 323613
Further Contact: Rob Lees, The Old George, Chantry,
Somerset BA11 3LJ. 0373 836492
Club Address: Percy Boys Club, New King Street, Bath.
Clubnight: Wednesday

Dowty**BSCRA**

Secretary: Dave Coward, 106 Elmbridge Road, Gloucester GL2 0PF.
0452 421311

Further Contact: As Area Delegate

Club Address: Sir George Dowty Memorial Club House,
Golden Valley, Cheltenham.

Clubnight: Wednesday

G.R.O.P.E.**BSCRA**

Secretary: Chris Frost, 48 Wiltshire Gardens, Bransgore,
Christchurch, Dorset BH23 8BJ. 0425 672060

Further Contact: Phil Morris, 40a Canford Bottom, Wimbourne,
Dorset. 0202 888329

Club Address: As Secretary

Clubnight: Contact Secretary

Weymouth**BSCRA**

Contact: Phil Evans, 23 Elwell Street, Upwey,
Weymouth DT10 5QF. 0305 813965

Track Under Construction.

4 Lane Blacktop**BSCRA**

Contact: Paul Skett, 7 Bevisland, Eldene, Swindon,
Wilts SN3 6AL. 0793 495035

Clubroom: The Former ATC Hut, Horham Crescent, Park
South, Swindon.

Callington

BSCRA Type Track - Cars to be Decided

Secretary: Alan Hancock, 10 Glenhurst Road, Mannamead,
Plymouth, Devon EL3 5LT. 0752 267763

Club Address: Callington Social Club, Well Street,
Callington, Cornwall.

Clubnight: Club Being Formed

East Devon SRC

Sandtex Surface - Parma & Scalextric Cars

Secretary: Dave Stevens, 3 Winters Lane, Otterey St. Mary,
Devon EX11 1AR. 0404 814583

Club Address: Station Approach, Honiton, Devon.

Clubnight: Friday 7.30pm

Abbey Models

Scratch Built Track - Parma & SCX Cars

Secretary: Abbey Models, 26 Seymour Road., Westbourne,
Bournemouth BH4 7AS. 0202 764747

Club Address: As Above

Clubnight: 2 Evenings a Week except during the summer.

Plessey

Fleischmann Track - MRRC Cars

Secretary: Chris Frost, 48 Wiltshire Gardens, Bransgore,
Christchurch, Dorset BH23 8BJ. 0425 672060

Club Address: Siemens Plessey Sports and Social Club,
(Model Club) Grange Road, Christchurch, Dorset.

Clubnight: Lunch Times (No evening meetings at present.)

Trowbridge Scalextric Club Scalextric Track - Scalextric/MRRC/SCX Cars

Secretary: Robin Clark, 41 New Road, Bradford on Avon,
Wilts BA15 1AP. 0225 862572

Club Address: Trowbridge Snooker Club

Clubnight: 2nd Saturday in the Month

Street Scalextric Club

Scalextric Track & Cars

Secretary: Mervyn Palmer, 2 Arthurs Court, Orchard Road,
Street, Somerset BA18 0BT. 0458 840094

Club Address: Street Football Club

Clubnight: Alternate Saturdays

Barnstable

Scalextric Track & Cars

Secretary: Dave Richardson, 26 Fairway, Braunton,
Devon EX33 1DZ. 0271 815502

Further Contact: Richard Snell 0271 812985

Club Address: St. Johns Ambulance Hall, Princess Street,
Barnstable.

Clubnight: Saturday.

AREA 8

Area Delegate: Bernie Lawrence, 121 Greenacres, Furnace Green,
Crawley, Sussex RH10 6SL. 0293 565682

Reading**BSCRA**

Secretary: Keith Oborn, "Bishops Cottage", Park House
Lane, Reading, Berks RG3 2AH. 0734 574255

Further Contact: Dave Mayo, 5 Hawker Way, Woodley, Reading,
Berkshire. 0734 698542

Club Address: Yeomanry House, Castle Hill, Reading.

Club Night: Friday

Haydon**BSCRA**

Secretary: Sid Jensen, 10 Pennings Ave., Guildford, Surrey GU2 6SU. 0483 34593
 Further Contact: Neil Erith, 22 Eastrop Lane, Basingstoke, Hants RG21 2AS. 0256 22751
 Club Address: "The Hop Kiln". St. Georges Road, Badshot Lea, Near Farnham, Surrey.
 Clubnight: Friday

Roedale**BSCRA**

Secretary: Chris Church, 92 Wolseley Road, Coldean, Brighton BN1 9ET. 0273 680753
 Further Contact: Steve Jenkins, 11 Turnpike Close, Peacehaven, Sussex BN9 8BU. 0273 582987
 Club Address: 2 Roedale Road, Brighton BN1 7GB.
 Clubnight:

Surbiton Town MRRC**BSCRA**

Secretary: Ian Townley, 39 Berkley Drive, West Mosley, Surrey KT8 9RA. 081 941 5862
 Further Contact: Mike Thomas, 94 Bramblewood Close, Carshalton, Surrey SM5 1PG.
 Club Address: Surbiton Town Sports & Social Club, Worcester Park.
 Clubnight: Friday

Crawley**BSCRA**

Secretary: Rod Doller, 111 Lark Rise, Langley Green, Crawley, West Sussex RH11 7QG. 0293 537167
 Further Contact: As Area Delegate
 Club Address: Tilgate Forest Recreation Centre, Hut 18, Tilgate, Crawley, Sussex.
 Clubnight: Monday 7.30pm

Coulsdon**BSCRA**

Secretary: Bob Andrews, 71 Days Lane, Sidcup, Kent DA15 8JP. 081 309 0638
 Further Contact: Geoff King, 12 The Garrones, Pound Hill, Crawley, Sussex. 0293 885476
 Club Address: Behind Midland Bank, Old Coulsdon, Greater London.
 Clubnight: Thursday

Molesey Scalextric Club

Scalextric Track & Cars

Secretary: Richard Winter, 4 Windermere Court, Park Road, Kenley, Surrey CR8 5AR. 081 660 1832
 Club Address: Molesey Scalextric Clubhouse, Ray Road, West Molesey, Surrey.
 Clubnight: Tuesday and Thursdays

New Addington Scalextric Club Scalextric Track & Cars

Secretary: Mike Potter, 45 Wolesley Cres., New Addington, Croydon, Surrey CRO 0PG. 0689 846067
 Club Address: Tynbridge Centre, Fieldway, New Addington, Surrey.
 Clubnight: Thursday

Autodrome SRC

Scalextric Track & Cars

Secretary: Peter Baldock, 57 Gascoigne Road, New Addington, Surrey CR0 0NG. 0689 843106
 Club Address: Quest Scout Hall, Beulah Road, Thornton Heath, Surrey.
 Clubnight: Alternate Sundays

Petersfield Scalextric Club

Scalextric Track & Cars

Secretary: Mike Pack, 99 Haslar Crescent, Waterlooville, Hants PO7 6DD. 0705 259716
 Club Address: Home Farm, Liphook, Hants.
 Clubnight: Monday, Tuesday and Alternate Thursdays

Maidenhead Scalextric Club

Scalextric Track & Cars

Secretary: Mike Savage, Model Motors, 21 The Parade, Bourne End, Bucks SL8 5SB. 0628 528617
 Club Address: The Stag & Hounds, Pinkney Green, Maidenhead.
 Clubnight: Monday

AREA 9

Area Delegate: Dave Harvey, 2 Maryland Court, Rainham, Kent ME8 8QY. 0634 389004

One-O-One**BSCRA** Not Operational at Present

Secretary: As Area Delegate

Timaru**BSCRA**

Secretary: Graham Sampson, 23 Rumfields Road, Broadstairs, Kent CT10 2PJ. 0843 603152
 Further Contact: Terry Coleman, 5 Parsonage Road, Monkton, Near Ramsgate. 0843 821539
 Club Address: Behind Sea View Hotel, Prospect Road, Birchington on Sea, Kent.
 Clubnight: Friday

Spitfire MRCC

01303 240586 BSCRA

Secretary: Alan Ferguson, 18 Athelstan Road, Folkestone,
Kent CT19 6EU. 0263 42551
Further Contact: Stan Kirk, 38 Oaks Park, Rough Common,
Canterbury. 0227 558553
Club Address: Spitfire Leisure Dome, Hawkinge, Near
Folkestone, Kent.
Clubnight: Thursday

Medway Model Motor Group Scalextric Track & Cars

Secretary: David Haystead, 20 Micawber Close, Chatam,
Kent ME5 9JX. 0634 684250
Club Address: Tunbury Hall, Catkin Close, Walderslade, Chatam.
Clubnight: Wednesday

Harlow Scalextric Club Scalextric Track & Cars

Secretary: Ray Barnham, 244 Malling Road, Snodland,
Kent ME6 5JG. 0634 246055
Club Address: Hadlow Village Hall, Williamsfield, Hadlow, Kent.
Clubnight: Friday

AREA 10

Area Delegate: Mick Thompson, 45 Westend Road, Maxey,
Peterborough PE6 9EJ. 0778 344988

Ipswich SCC BSCRA

Secretary: Dr. John Davis, Orchard View, Tye Lane, Flowton,
Ipswich, Suffolk IP8 4LD. 0473 33646
Further Contact: Nigel Harvey, 50 Lonsdale Close, Ipswich,
Suffolk IP4 4HD. 0473 274216
Club Address: Grimwade Memorial Hall, Back Hamlet, Ipswich.
Clubnight: Wednesday

Peterborough BSCRA

Secretary: As Area Delegate
Club Address: Garford Farm Machinery, Nunton Lodge, Maxey,
Peterborough.
Clubnight: Monday

Heron MCRC BSCRA

Secretary: Richard Hawes, 25 Browes Close, Bury St. Edmunds,
Suffolk IP33 2HX. 0284 703433
Further Contact: John Goldsmith, 20 Trinity Mews, Springfield Rd.,
BSE, Suffolk IP33 3AT. 0284 762302
Club Address: Heron Club, W.Vinten Ltd., Western Way, Bury
St. Edmunds, Suffolk IP33 3TB. 0284 753847
Clubnight: Monday 7-10pm (Tuesday if Monday is Bank Holiday)

Presto Park

BSCRA

Secretary: Anthony Hawkes, 111 Banham Road, Beccles,
Suffolk NR34 9JP.
Further Contact: Keith Wright, 139 Beloe Ave., Bowthorpe,
Norwich. 0603 784531
Club Address: Rear of 'The Fleece', Blyburgate, Beccles, Suffolk.
Clubnight: Monday(Main) and Thursday

Lincoln 2 Tracks, One for BSCRA racing and a sandtex
surface track for Scalextric cars.

Secretary: Tom Samways, 12 Birch Grove, Torskey,
Lincolnshire, LN1 2EZ. 0427 718135
Club Address: 'The Railway' Public House, Thorpe On The Hill,
Lincoln.
Clubnight: Monday

Fen Tiger SC Scalextric Track-Slotstocks Cars

Secretary: Cyril Tidswell, 143 Church Road, Emneth, Wisbech,
Cambridgeshire PE4 0DT. 0945 585778
Club Address: St. Edmunds Hall, Church Road, Wisbech.
Clubnight: Monday 7.30pm