

British Slot Car Racing Association

MEMBERS HANDBOOK AND ASSOCIATION RULES

1996

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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 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 annual National Championship event. More recently the Association has organised a 1/24th National Finals and the multi-round British Open Championship.

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 News*, 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.

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, copy and distribute the entry forms and regulations as agreed by the club committee.
2. Receive the entry forms from competitors and enter them on 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 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 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 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 marshal, 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 and rounds of the British Open Championship.

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 at 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 driver's 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, nor is it recommended to race a car with a paint scheme which can be confused with the lane sticker.
2. You will probably know 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. Penalties can be imposed for bad conduct – see part five, rule 28 of this handbook.

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 rules introduced in 1993 (see part five, rule 30 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 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 hold 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 • ¹/₃₂nd Scale*

**Refer to Part 7 for ¹/₂₄th classes and standards.*

Grand Prix

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

Sports/GT

Class 2: Any two 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 January 1, 1966. Any two seater car which is built to, and rallied under FIA regulations since January 1, 1966.

Saloon

Class 3: All closed cars, the full size prototype of which has four 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 prototype 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

- 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 100mm.
- The contact surface on each side of the slot must not be less than 3mm or more than 6.5 mm 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.
- Looking in the direction of travel, the positive contact must be on the left of the slot and the negative on the right.
- Clubs must provide accurate lap recording equipment without additional fittings to the car being necessary.
- 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.
- It is the responsibility of all clubs to ensure the minimum of AC 'ripple' in the power supply at the track.
- Track must have either battery or regulated power supplies to meet the following:
 - All track battery 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.
 - All tracks with regulated power supplies and no batteries must be able to supply a peak current of 20 amps per lane simultaneously to all lanes.
- Tracks must be wired for dynamic braking.
- No personal external power supplies intended to enhance the performance or improve the braking of the cars are permitted.
- Controller plugs are to be BS546 3-pin, 2amp 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.
- 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.

12. Wiring Diagram

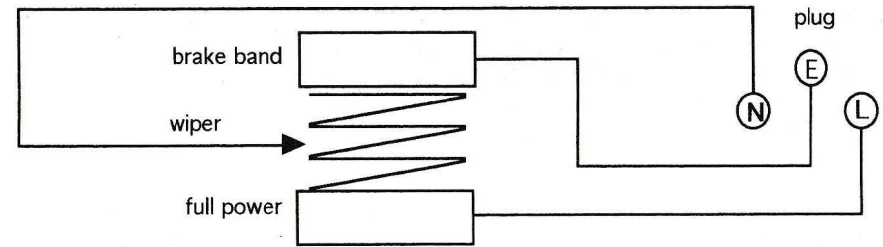


Fig. 1 • 'Normal' controller (ie. fixed resistor and brake contact).

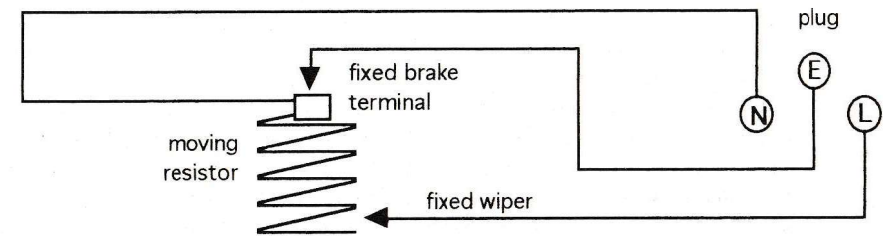


Fig. 2 • 'Barrel' controller (ie. fixed brake and power contacts and moving resistor).

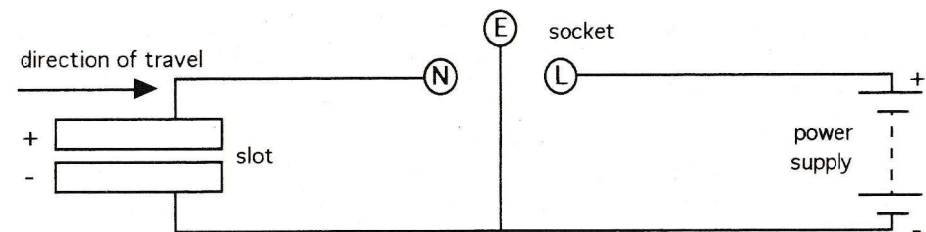


Fig. 3 • Correct track polarity

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 • 1/32nd Scale

The car standards have been divided into six parts (3A to 3F). They are applicable as follows:

Class 1 (Grand Prix) cars must comply with Parts 3A and 3B

Class 2 (Sports/GT) cars must comply with Parts 3A and 3C

Class 3 (Saloon) cars must comply with Parts 3A, 3C and 3D

Class 4 (Production) cars must comply with Part 3F

Cars entered for the National Team Race must comply with Parts 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 25mm nor must the extreme front length 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 tyres must be as follows:
Maximum: 16mm Minimum: 4mm
All road wheels must be touch and roll.
- A10. Cars must have black front tyres. One-piece wheels and tyres must have the appropriate part black.

- A11. Silicon 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 swg) 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 swg) 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.
- B9. Unmodified GMS Devil chassis shall be allowed to race in Grand Prix. The chassis width, scale wheelbase and guide lead rules shall not apply to this chassis, but all other car standards in parts 3A and 3B shall apply.

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 must 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 wheelarches 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 the 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.

Part 3D: Car Standards Applicable to Class 3 (Saloon) Cars and Cars in National Team Race Championship

- D1. Cars shall be powered by Mura, RJR, or Champion Group 12 motor with the balanced and tagged armature or by a Johnson 222 motor. 'Quad' magnets are not permitted. The can, endbell moulding, armature, magnets and endbell bearing must remain standard except that:
- The endbell may be held on with screws and a small amount of plastic may be removed for chassis clearance.
 - The can may have a small amount of metal removed for axle clearance.
 - The armature shaft may be shortened and the commutator may be retrued.
 - Magnet shims and a notch in the magnet for axle clearance are permitted.

Part 3E: Car Standards Applicable to the National Team Championship Only

- E1. The only bodies permitted in this class are models of Group C (C1, C2 or C Junior) cars and closed IMSA GTP cars which have raced in World, European or IMSA Championship events since January 1, 1982.

Part 3F: Car Standards Applicable to the Production Class

- F1. Chassis specification: The following chassis only may be used:
- 'Eurotoy II'
 - 'Parma International 32'

The chassis must be unmodified apart from the following permitted modifications:

- F1.1 Addition of lead ballast. This must be glued to the top of the chassis.
- F1.2 Addition of four body mounting pin tubes using glue or solder.
- F1.3 Addition of piano wire braces to strengthen the rear axle supports and motor bracket only, using glue or solder.
- F1.4 Fixing the chassis screws (only fitted on Eurotoy II), rear axle bearings, front axle, wheel retainers and motor only, using glue or solder.
- F1.5 Rear axle bearings may be changed but must be of the 'oilite' type.

- F2. Motor specifications: The following motors only may be used:

- 'Mura Wasp' (balanced or unbalanced version)
- 'Parma Super 16D' (cat. no. 461)
- 'Parma 16D' (cat. no. 464)
- 'Slotworks Spyder and Outlaw'
- 'RJR Hornet'

The motor must be unmodified apart from the following permitted modifications:

- F2.1 The endbell may be fixed to the can with screws.
- F2.2 Brush holders, brush springs, brushes are a free choice and brush holders may be secured using glue.
- F2.3 Bearings may be secured to the can and endbell using glue or solder.

- F3. Body shell specifications:

- F3.1 Bodyshells must be models of closed sports or GT cars, the full size prototype having been manufactured no earlier than January 1, 1966. They must be a reasonable representation of the prototype.
- F3.2 Wings and other aerodynamic devices must be of the correct proportions and correctly positioned.
- F3.3 Major visible appendages such as lights, intakes, engine detail must be shown in their correct positions and colours. Clear plastic bodies must be painted.
- F3.4 Clearly legible racing numbers must be marked in at least two appropriate places.
- F3.5 Front wheel arches need not be cut out providing they are left unpainted and the wheels are visible from the sides. If the front wheel arches are not left clear, they must be cut out to at least the height of the centre of the wheel.
- F3.6 Bodyshells must have transparent windcreens and windows as found on the prototype.
- F3.7 There must be a suitably painted and positioned three dimensional driver figure consisting of at least the helmet, shoulders, arms and top part of the steering wheel.
- F3.8 Bodyshells must conceal all mechanical parts when viewed from directly above.
- F3.9 Bodyshells may be fitted using clips, screws, pins and/or clear adhesive tape.

- F4. General Requirements:

- 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 12.7m (1/2 inch) overall diameter, must

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 will 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

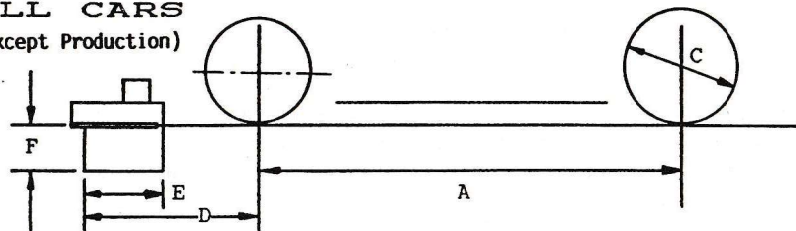
5. (a) The track used in all events leading up to the National British Championships must have a minimum of four lanes and be not less than 15m to the lap, marked out in sections of $\frac{1}{10}$ th of a lap or less.
- (b) All cars competing in the National Finals shall be scrutineered before competing 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 6 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 first place, 29 for second, etc. down to one point for 30th place.
- (h) A best presented car award shall be awarded in each individual Class at the National Finals. These awards shall be judged on the appearance of the car as viewed on the track.

PART FIVE: Competition Rules

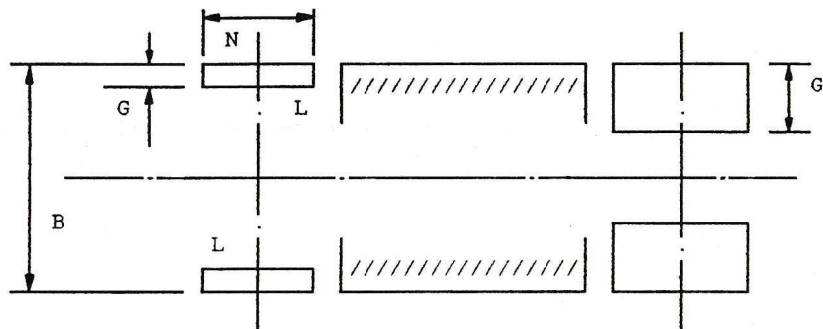
1. The organisers shall appoint a Race Controller, three Stewards – at least two of whom shall be visitors and sufficient scrutineers and marshalls to run the event efficiently.
2. The Race Controller shall have general control of the meeting. He may stop a race (by reasons of a false start or other reasons) and order a re-run. Any questions arising out of the general running of the meeting shall be referred to the Race Controller whose decision shall, subject to over-riding decision by the stewards, be final.
3. A re-run is required if the laps achieved by one or more competitors cannot be established to the Race Controller's satisfaction.
4. A track call for a car in an unmarshallable position will normally result in the race being suspended until the car is marshalled. The stewards have the power to require a race to be re-run.
5. 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.
6. Supplementary Regulations and entry forms shall specify the Classes to be raced, any special rules, and any variations of the Competition Rules. If no variation is specified, these Competition Rules shall apply.
7. Supplementary Regulations must state whether 'home' drivers are to be allowed to compete at a meeting.
8. Entries received after the official closing date shall not be accepted.
9. Drivers must book practice with the race controller or his deputy.
10. A car or chassis that has been raced by one driver at a meeting, may not be raced by another driver at the same meeting except in team races.
11. Proxy driving is not permitted.
12. Before racing starts, the organisers shall allocate practice time to all competitors and shall notify competitors of their lane or lanes.
13. The track power shall be turned on for familiarisation laps for a minimum of thirty seconds before each three minute race and for one minute before longer races.
14. If, when a race is ready to start, any competitor is missing, he shall be allowed one minute to bring his car to the grid. The race shall then be started and the competitor may join the race thereafter.
15. If, when a race is started, all the cars do not leave the starting grid, the Race Controller shall declare a false start and order a restart. Power to the lanes shall be checked and if, on the restart, all cars do not leave the grid, those cars shall be presumed faulty and the race shall continue.

CHASSIS RULES ILLUSTRATED

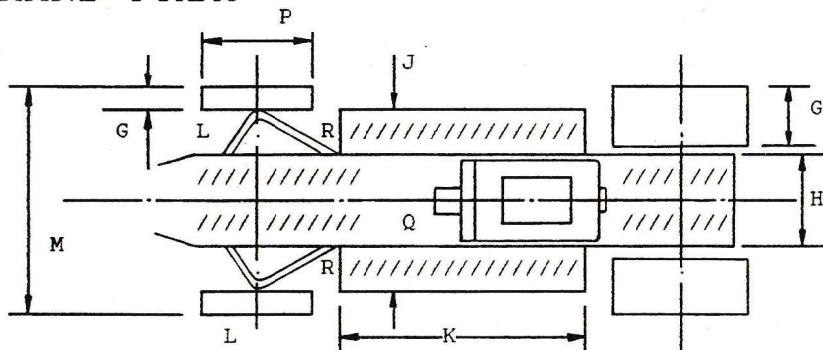
ALL CARS
(except Production)



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



GRAND PRIX



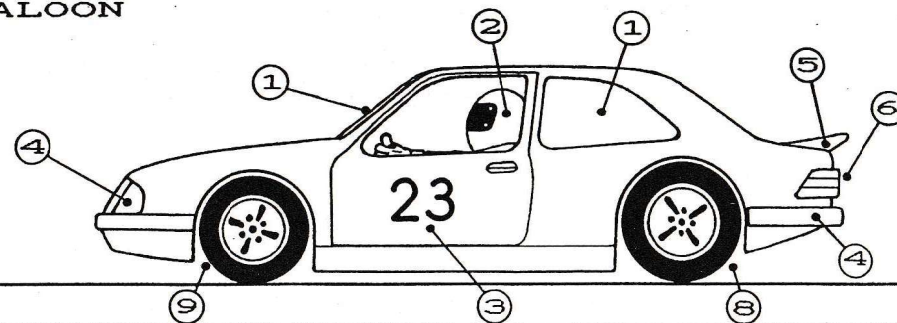
A. Scale wheelbase	+/- 2mm	H. Maximum (GP only)	32mm
B. Maximum width	64mm	J. Maximum (GP only)	@ 50mm
C. Minimum diameter	* 15mm	K. Between dia. of wheels only	
D. Maximum	29mm	L. Black front tyres.	
E. Maximum	25mm	M. Maximum (GP only)	68mm
F. To suit track (5 to 8 mm)		N. Minimum	* 15mm
G. Minimum	4mm	P. Minimum (GP only)	* 14mm
Maximum	16mm	Q. Inline motor (GP only)	
R. (GP only) Suspension detail	may be included, max. 1.6mm rod.		

* Or scale size if smaller.

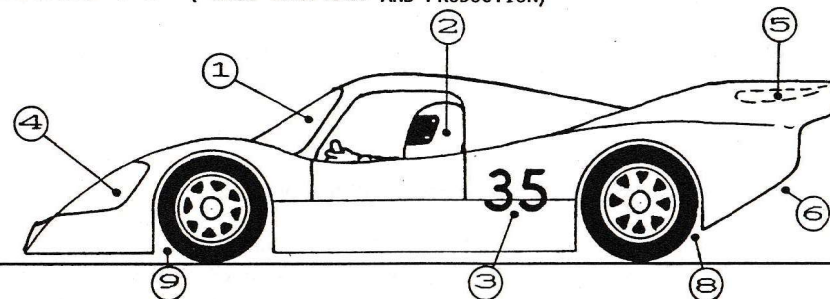
@ Body mounting wire allowed to body width.

APPEARANCE RULES ILLUSTRATED

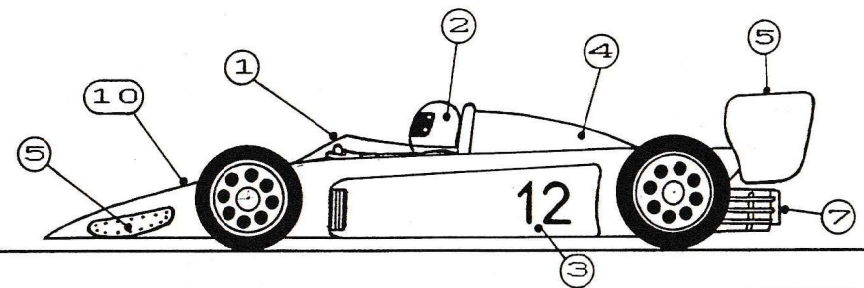
SALOON



SPORTS/GT (INC. TEAM RACE AND PRODUCTION)



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.

16. If, at the first corner, half or more of the cars are deslotted, the clerk of the course shall stop the race and permit a restart. At the National Finals, in the actual Finals only, the race shall be restarted if half or more of the cars are deslotted at the first or second corners.
17. 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 competitors shall go forward to the next stage.
18. Any finals, sub-finals or semi-finals may be run over a fixed period of time or over a set number of laps, as set out in the supplementary regulations.
19. A sub-final shall be between the fastest competitors not qualifying for the final.
20. In finals, sub-finals and semi-finals, the fastest driver has first choice of lane, the second the second choice of lane and so on until all the lanes are taken.
21. A driver qualifying for a final, sub-final or semi-final with more than one car may elect to drive any one of them. The other or others are then withdrawn. A competitor must use the car he has qualified with.
22. A driver may remove, or ask to have removed, his car from the track at any time during the race, to make a repair or adjustment to it. When such repairs are being made: a) they must be made off the track, b) the race will not be interrupted.
23. The Race Controller may have removed from the circuit for attention any car that he believes is creating a hazard either to other cars or 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 Race Controller is satisfied with the repairs or corrections that have been made.
24. If a track fault has caused a race to be stopped, the repair takes more than thirty seconds and the race has completed less than one minute duration, the race shall be declared void and restarted. When the race has run for a minute or more prior to the race being stopped (and some competitors were not affected by the fault) the race will be completed and any necessary re-runs arranged.
25. In the event of a competitor being granted a re-run after the end of a heat, only the competitors whose race was affected by the cause of the re-run will be allowed to count their re-run time. If possible, these competitors shall be fitted in spare spaces on the appropriate lanes in later heats, but if the heat has to be re-run, the non-counting drivers must drive, but need not use the same car as long as it is eligible for that particular class.
26. Any competitor intending to race at a meeting counting towards the National Championships shall not race or practice on that particular circuit in the month preceding that meeting except during the official practice sessions for that meeting. Competitors who have driven on the track used for the National Finals in the six months prior to the event, other than in official practice or races at the finals meeting, will not be allowed to race at the meeting.
27. 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.

At the National Finals, there shall be post race scrutineering of motors for all the overall Saloon, Novice Saloon and Production Finals. All cars taking part in the final will be impounded after the race and then scrutineered. Any infringement will result in disqualification, and the driver being notified in writing. The driver will then have thirty minutes from receipt of such notification to lodge any protest and the appropriate fee with race control. The protest will be considered by the stewards and their decision will be final. The protest fee shall be returned to the competitor if the protest is upheld.

28 Conduct

- 28.1 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
- 28.2 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 28.3, 28.4, 28.5.
- 28.3 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.
- 28.4 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.
- 28.5 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.
- 28.6 In extreme cases the Race Controller may impose the sanctions in 28.4 and/or 28.5 immediately if, in the circumstances, competitors conduct warrants it. Any dispute over sanctions must be referred to the Stewards.
- 29 The organisers of a meeting are responsible for providing lane stickers. The driver is responsible for sticking appropriate lane stickers to his car.

30 Goop

30.1 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 driven round the track. In addition the Race Controller may order a general tape cleaning period.
- 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 reasonably 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 two 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.

30.2 Tyre dressings containing oil of Wintergreen are not allowed.

31. When video recording of the start line is used, the following shall apply:
The Race Controller may call for the video recording to be viewed. Drivers may lodge a request for the video recording to be reviewed and lodge the appropriate fee with race control. Two stewards who have no vested interest in the outcome of the protest shall be appointed to view the video recording. The Race Controller shall advise the stewards which lanes are to be viewed and any other information he considers relevant. No other discussions are permitted prior to viewing the video. The viewing will be in a separate room if possible. The stewards decision will be final. The protest fee shall be returned to the competitor if the protest is upheld.

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.

PART SEVEN: Racing Car Standards • 1/24th Scale

The Association has since 1994 organised a 1/24th National Championship, running classes and car standards as listed below. The rules are intended to allow the use of BSCRA legal cars in events organised by the BSL and ISRA with the minimum of alterations.

GP12 Production Class

1. Only mass produced two-piece stamped metal chassis of one material. Examples permitted:
 - 'Parma Flexi car' (hot wing permitted)
 - 'Parma Flexi-2' (hot wing permitted)
 - 'Trinity Spyder' (with or without guide hoop)
 - 'Champion Astro'
 - 'Champion Turbo Flex'
 - 'J.K. Cheeta.'

New chassis must be approved by the organisation six months prior to the first event of the current series/season. Chassis may be deleted if they have not been used in the previous year's competition. No more than six different chassis may be on the approved list at any time.

2. Chassis set-up and modifications:
 - i) Oilite bearings only. Maximum two axle bearings.
 - ii) No hollow axles.
 - iii) Front wheels must touch and roll.
 - iv) The chassis must not be bent from its original shape or altered as such to change ride height.
 - v) Pintubing is allowed.
 - vi) Gears are free, but must not protrude below the underside of the chassis.
 - vii) Guide flag free, and only one per car.
3. Tyres may be red, blue, orange or tan, with a maximum width of 20mm.
4. Parts which may be soldered:
 - i) Front wheel retainers.
 - ii) Pintubing.
 - iii) Motor and lead wire, lead wire clips.
 - iv) Axle oilites.
 - v) Piano wire bracing soldered to rear of chassis only.
 - vi) Front axle may be soldered where it passes through the holes provided on the chassis plates for mounting.
5.
 - i) Maximum chassis width 83mm, excluding body pins and tape.
 - ii) Maximum length 200mm.
6. Lead may be fixed to the top of the chassis as ballast.
7. Motors: Mura, Champion, RJR GP12 of a type that has no more than two magnets (no quads), with a balanced and tagged armature. The motor must remain completely unmod-

ified, with no parts either added or substituted from manufacturers other than the manufacturer of the original motor. Shunt wires to the brushes are not permitted.

8. Ground clearance 0.8mm measured directly under the centre line of the rear axle and between the rear wheels.
9. Body rules: Type of shell – touring cars to be FIA Class 1 and Class 2.
 - i) The body must be painted in at least two different colours.
 - ii) The bodyshell must have transparent windscreens and windows as found on the prototype.
 - iii) The front wheel arches need not be cut out, providing they are left unpainted and wheels are visible from the side.
 - iv) There must be a three dimensional driver consisting of at least the helmet, shoulders, arms and top part of the steering wheel.
 - v) Bodysells must conceal all mechanical parts when viewed from directly above.
 - vi) The height of the body when measured from the track surface to the top of the front wheel arches, as defined by the moulding of the body, should be no less than 18mm. This minimum height is so no advantage is given to those who run small front wheels.

Open Group 12 Class

1. Chassis free.
2. Chassis set up and modifications:
 - i) Bearings free.
 - ii) Axles free.
 - iii) Front wheels: minimum diameter 14mm and must make a minimum angle of 85° with the track. They must touch and roll.
 - iv) Gears are free, but must not protrude below the underside of the chassis.
 - v) Guide free, only one per car.
 - vi) Skids are allowed.
3. Tyres may be red, blue or tan, maximum width 20mm.
4.
 - i) Maximum chassis width 83mm, excluding pins and body tape.
 - ii) Maximum length 200mm.
5. Motors:
 - i) Mura, Champion, RJR GP12 with free choice of armature manufacture, provided they are factory wound, balanced and tagged '12'. Armatures may be 0.513" or 0.500" diameter.
 - ii) Quad magnets motors are allowed.
 - iii) Free choice of bearings.
 - iv) Free choice of endbell (must be factory manufactured).
 - v) Magnets must be ceramic.
 - vi) The can, endbell moulding, armature and magnets must remain standard, except the following:
 - vii) The endbell may be held on with screws and a small amount of material removed

- vii) for chassis clearance.
- viii) The can may have a small amount of metal removed for axle clearance.
- ix) The armature shaft may be shortened and the commutator may be retrued.
- x) Magnet shims and a notch in the magnet for axle clearance are permitted.

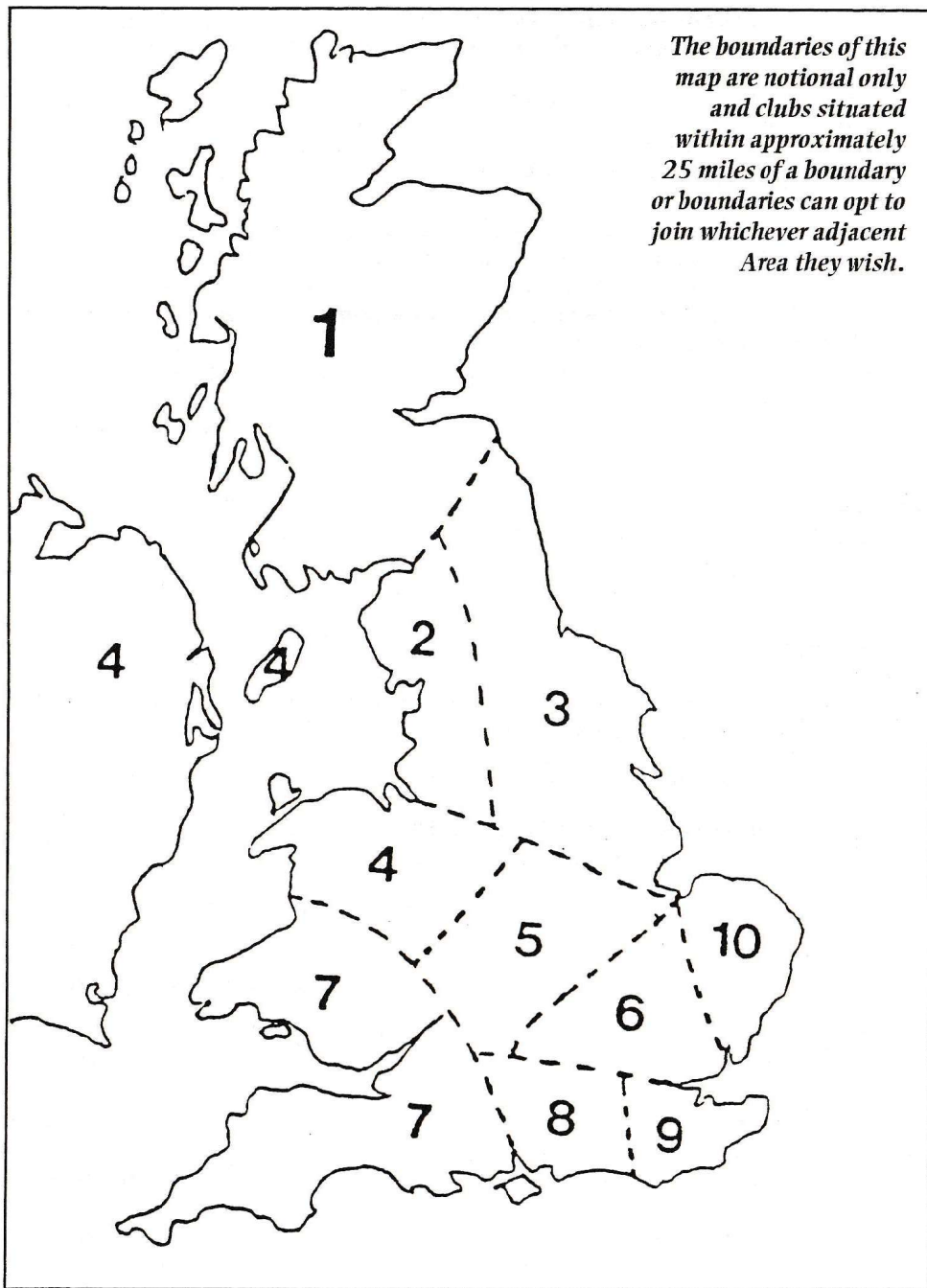
6. Ground clearance 0.8mm measured directly under the centre line of the rear axle and between the rear wheels.
7. Body rules: Type of shell – Sports/GT cars, Can-Am and WSC cars. No restriction on age or year of manufacture.
 - i) The body must be painted in at least two different colours.
 - ii) The bodyshell must have transparent windscreens and windows as found on the prototype.
 - iii) The front wheel arches need not be cut out, providing they are left unpainted and the wheels are visible from the side.
 - iv) There must be a three dimensional driver consisting of at least the helmet, shoulders, arms and top part of the steering wheel.
 - v) Bodysells must conceal all mechanical parts when viewed from directly above.

Eurosports

1. Chassis free.
 - i) Only one guide per car.
 - ii) Gears must not protrude below the underside of the car.
2. Motors free.
3. Front wheels minimum diameter 14mm and must make a minimum angle of 85° with the track surface. They must touch and roll.
4. Tyres may be red, blue or tan, with a maximum width of 20mm.
4.
 - i) Maximum chassis width 83mm, excluding pins and body tape.
 - ii) Maximum length 200mm.
5. Ground clearance 0.8mm measured directly under the centre line of the rear axle and between the rear wheels.
7. Body rules: Type of shell – Sports/GT raced in the current year or any of the previous five years.
 - i) The body must be painted in at least two different colours.
 - ii) The bodyshell must have transparent windscreens and windows as found on the prototype.
 - iii) The front wheel arches need not be cut out, providing they are left unpainted and the wheels are visible from the side.
 - iv) There must be a three dimensional driver consisting of at least the helmet, shoulders, arms and top part of the steering wheel.
 - v) Bodysells must conceal all mechanical parts when viewed from directly above.

BSCRA MAP

The boundaries of this map are notional only and clubs situated within approximately 25 miles of a boundary or boundaries can opt to join whichever adjacent Area they wish.



BSCRA CLUB DIRECTORY

AREA 1

Area Delegate: Alan Lucas, 10 Featherall Crescent North, Edinburgh EH12 7TY (Tel: 0131-334 1848)

Ecurie Barnton *BSCRA*

Secretary: as Area Delegate

Further Contact: Jim Crombie, 60 Boswall Parkway, Edinburgh (Tel: 0131-552 7765)

Club Address: St. Cuthbert's School Annexe, Hutchison Crossway, Edinburgh

Clubnight: Wednesday

Hamilton MCRC *Sandtex track surface, Scalextric cars*

Secretary: Jim McKie, 14 Wallace Drive, Larkhall ML9 2TB (Tel: 01698-887201)

Club Address: Congregational Church (next to Asda car park), Blantyre

Clubnight: contact Secretary

Drummond Lodge *Carrera 1/24 Track, Scalextric and SCX Cars*

Secretary: John White, The Old Rectory, Leny Road, Callender, Perthshire (Tel: 01877-330787)

Club Address: in Callender

Clubnight: Wednesday

AREA 2

Area Delegate: Steve Sargent, 21 Allenby Road, Lytham St. Annes, Lancs FY8 2DL (Tel: 01253-711752)

Fylde MCRC *BSCRA*

Secretary: as Area Delegate

Further Contact: Pete Clarkson, 80 St. Martins Road, Blackpool, Lancs. (Tel: 01253-49656)

Club Address: Studio 139, Rear New Victoria Nursing Home, 137-139 Homby Rd., Blackpool

Clubnight: Wednesday and Friday

Bolton SC *BSCRA type track, Parma/Scalextric cars*

Secretary: Graham Walker, 16 Arlington St., Bolton BL3 2BN

Further Contact: Derek Howell, 16 Kylemore Ave., Deane, Bolton (Tel: 01204-63932)

Club Address: YMCA, Deansgate, Bolton

Clubnight: Friday (Wednesday practice)

A.R.R.A. *BSCRA*

Secretary: Colin Charlesworth, 1 Hillock Lane, Scarisbrick, nr. Ormskirk, Lancs. L40 9QA

(Tel: 01704-880177)

Further Contact: Charlie Fitzpatrick, 61 Larkfield Lane, Southport, Lancs. PR9 8NN (Tel: 01704-29342)

Club Address: Poolhey Lane, Scarisbrick, nr. Southport

Clubnight: Friday

Pirelli SCC *BSCRA*

Secretary: Norman Fawcett, 1 Oak Lane, Kirkbampton, Carlisle, Cumbria CA5 6HY (Tel: 01228-576058)

Further Contact: Andy Jones, 110 Beamont Rd., Carlisle (Tel: 01228-44748)

Club Address: Dalston Rd., Carlisle

Clubnight: Monday

Hawthorne Park *Scalextric track and cars*
Secretary: Alan Clark, 29 Carrington Close, Birchwood, Warrington, Cheshire WH3 7QA
(Tel: 01925-810015)
Further Contact: Ted Martin (Skelmersdale) (Tel: 01695-31348)
Club Address: Prescot Leisure Centre, Prescot, Lancs.
Clubnight: alternate Fridays

AREA 3

Area Delegate: George Kimber, 14 Gleneagles Drive, Donwell, Washington, Tyne and Wear NE37 1PC
(Tel: 0191-416 2620)

Newcastle Slot Car Club *BSCRA*
Secretary: Peter Sidgwick, 12 Myrtle Grove, Low Fell, Gateshead, Tyne and Wear (Tel: 0191-487 0523)
Further Contact: as Area Delegate
Club Address: Longbenton Community College, off Hailsham Rd., Longbenton
Clubnight: Tuesday 7pm

Pontefract MMRC *BSCRA*
Secretary: Ian Prout, 15 Woodhall Drive, Ackworth, Pontefract, West Yorkshire (Tel: 01977-613677)
Club Address: above *Out of Town* Clothes Shop, Bell Lane, Ackworth, Pontefract, West Yorkshire
Clubnight: Monday

York Raceway *Track similar to BSCRA except lower power. Scratch built and modified Scalextric cars*
Secretary: Chris Johnson, 22 Hobgate, Acomb, York (Tel: 01904-791292)
Club Address: as Secretary
Clubnight: Wednesday

AREA 4

Area Delegate: Geoff Mitchell, 'Berethom', Falcon Cliff Terrace Lane, Douglas, Isle of Man
(Tel: 01624-628436)

Manx MCRC *BSCRA*
Secretary: Mike Buss, 15 Derwent Drive, Lakeside Gardens, Onchan, Isle of Man (Tel: 01624-22729)
Further Contacts: Mike Dove (Tel: 01624-20947)
Richard Cryer (Tel: 01624-628436)
Club Address: Summerland Entertainment Centre, Douglas, Isle of Man
Clubnight: Tuesday

Isle of Man Scalextric Club *Sandtex track surface, Scalextric cars*
Contact: Peter Eaton, c/o Green Bank, Fairy Cottage, Laxey, Isle of Man IM4 7JB (Tel: 01624-861207)
Club Address: 'The Barn', Ballaharry, Bluebell Lane, Grosby, Isle of Man

NORTHERN IRELAND

Harland and Wolff Social Club *BSCRA*
Secretary: Emie Foster, 33 Cotswold Ave., Belfast BT8 4NA (Tel: 01232-705151)

AREA 5

Area Delegate:

Oaklands Park *Two tracks, one for BSCRA racing and a Sandtex surface track for Scalextric cars*
Secretary: Mike Perry, 38 Manor Gardens, Birmingham B33 (Tel: 0121-783 3451)
Further Contact: Graham Woodward, 251 Station Rd., Whitacre Heath, Coleshill, Warwickshire B46 2JG
(Tel: 01675-463358)

Club Address: Harry Mitchell Recreation Centre, Coopers Lane, Smethwick
Clubnight: Tuesday

Quorn Scalextric Club *Sandtex track surface, Scalextric cars*
Secretary: Paul Rogers, 27 Silbury Rd., Leicester LE4 0GW (Tel: 0116-262 0236)
Further Contact: Bob Bott, 18 Ulverscroft Rd., Loughborough LE11 3PU (Tel: 01509-231501)
Club Address: Manor House Inn, Woodhouse Rd., 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
(Tel: 01782-394146)

Further Contact: Martin Smith (Tel: 01785-213568)
Club Address: St. Michaels Hall, High St., Stone, Staffs.
Clubnight: Most Fridays

Melton Mowbray SCC *Scalextric track and cars*
Secretary: Nigel Lilley, 58 Sapcote Drive, Melton Mowbray, Leics. LE13 1HQ (Tel: 01664-65061)
Club Address: Thorp Rd. Playing Fields, Melton Mowbray
Clubnight: alternate Thursdays

Adrenaline Scalextric Club *Scalextric track and cars*
Secretary: John Butler, 38 Middletree Rd., Cradley, Halesowen, W. Midlands B63 2PL
(Tel: 01384-636340)

Further Contact: Alan Pope (Tel: 01384-634848)
Club Address: in Halesowen
Clubnight: alternate Mondays

Phoenix Trust MMRC *Scalextric track and cars*
Secretary: Graham Pritchard, 6 Kestrel Rd., Halesowen, W. Midlands B63 2PH (Tel: 01384-61532)
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 (Tel: 01203-470641)
Club Address: Jaguar Social Club, Browns Lane, Coventry
Clubnight: second and fourth Monday each month

AREA 6

Area Delegate: Ian Fisher, 106 Chester Drive, Harrow, Middlesex HA2 7PY (Tel: 0181-866 8571)

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

Secretary: Tony J. Condon, 44 Radcliffe Rd., Harrow Weald, Middlesex HA3 7QB (Tel: 0181-427 9918)
Further Contact: as 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 Chamwood Rd., Hillingdon, Uxbridge, Middx. UB10 0HX (Tel: 01895-236745)
Further Contact: Tony Asplin, 13 Kenton Rd., Harrow, Middlesex HA1 2BW (Tel: 0181-422 5790)
Club Address: Scout Hut, Sweetcroft Lane, Hillingdon, Middlesex.
Clubnight: Most Thursdays

Willington *BSCRA*

Secretary: Charlie Gooding, 28 The Grangeway, Willington, Beds. MK44 3QW (Tel: 01234-838963)
Club Address: as Secretary
Clubnight: contact Secretary

Vauxhall Motors Recreation Club *BSCRA and Scalextric*

Secretary: Gary Cannell, 19 Rectory Close, Slapton, Leighton Buzzard LU7 9BZ (Tel: 01525-221201)
Further Contact: Jamie Cleave, 98 Putteridge Rd., Stopsley, Luton, Beds. LU2 8HQ (Tel: 01582-412793)
Club Address: Vauxhall Motors Recreation Club, Luton
Clubnight: Wednesday

London Scalextric Club *Scalextric track and cars*

Secretary: Steve Carter, 116 Sandhurst Rd., Edmonton, London N9 8BN (Tel: 0181-804 0881)
Club Address: St. Marks Church Hall, Lymington Ave., Wood Green, London N22
Clubnight: Tuesday

Burnt Oak SCC *Polystil track; Scalextric and MRRC cars*

Secretary: Jim Sharp, 6c Lancaster Grove, Hampstead, London NW3 4NX (Tel: 0171-916 2832)
Further Contact: Paul Paterson (Tel: 0181-951 1171)
Club Address: Burnt Oak Community Centre, North Rd., Burnt Oak, Edgware, Middlesex
Clubnight: Wednesday

AREA 7

Area Delegate: Ray Williams, 1 Jupiter Way, Abbey Mead, Gloucester GL4 7JE (Tel: 01452-371438)

Netley MCRC *BSCRA*

Secretary: Mark Witham, 86 Carisbrooke Ave., Hillhead, Fareham, Hants. (Tel: 01329-665955)
Further Contacts: Dick Smith, 4 Rowley Drive, Botley, Hants. (Tel: 01489-787293)
Mick Langridge (Tel: 01489-577297)
Club Address: 60 Station Rd., Netley, Hants.
Clubnight: Monday

Bath *BSCRA*

Secretary: Roy Norwood, 3 Ellacombe Rd., Longwell Green, Bristol (Tel: 01179-323613)
Further Contacts: Rob Lees, The Old Vicarage, Church St., Chisledon, Wilts. SN4 0NJ (Tel: 01793-741168)
Dave Puremont (Tel: 01272-869439)
Club Address: Percy Boys Club, New King St., Bath
Clubnight: Wednesday

Dowty *BSCRA*

Secretary: Dave Coward, 106 Elmbridge Rd., Gloucester GL2 0PF (Tel: 01452-421311)
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
(Tel: 01425-672060)
Further Contact: Phil Morris, 40a Canford Bottom, Wimbourne, Dorset (Tel: 01202-888329)
Club Address: as Secretary
Clubnight: contact Secretary

Four Lane Blacktop *BSCRA*

Contact: Paul Skett, 7 Bevisland, Eldene, Swindon, Wilts. SN3 6AL (Tel: 01793-495035)
Clubroom: The former ATC Hut, Horham Crescent, Park South, Swindon

East Devon SRC *Sandtex surface; Parma and Scalextric cars*

Secretary: Vince Feeney, Sunways, Winters Lane, Ottery St. Mary, Devon EX11 1BX
(Tel: 01404-814363)
Club Address: Station Approach, Honiton, Devon
Clubnight: Friday 7.30pm

Torbay SCC *BSCRA*

Secretary: Mike Caine, 10 Priory Ave., Kingsherswell, Newton Abbot, Devon TQ12 5AQ
(Tel: 01803-873409)
Club Address: Ayreville Holiday Park, Totnes Rd., Paignton
Clubnight: Tuesday/Friday

Southwick SC *Scalextric*

Secretary: Mark Funnell, 60 Ash Drive, N. Bradley, Trowbridge, Wilts. BA14 0SN (Tel: 01225-767060)
Club Address: Southwick Scout Hall, Southwick, Wilts.

Trowbridge SRC *Scalextric track; Scalextric/MRRC/SCX cars*

Secretary: Paul Knight, 5 Albion Drive, Walwayne Court, Trowbridge, Wilts. BA14 9SY
(Tel: 01225-77364)
Club Address: Top Spot Snooker Club, High St., Trowbridge
Clubnight: second Saturday in the month

Barnstaple *Scalextric track and cars*

Secretary: Dave Richardson, 26 Fairway, Braunton, Devon EX33 1DZ (Tel: 01271-815502)
Further Contact: Richard Snell (Tel: 01271-812985)
Club Address: St. Johns Ambulance Hall, Princess St., Barnstaple
Clubnight: Saturday

Bournemouth Slot Car Club

Proprietor: Derek Purkis, *Slot Racing Supplies*, 335 Holdenhurst Rd., Bournemouth BH8 8BT
(Tel: 01202-309872)
Further Contact: Chris Frost, 48 Wiltshire Gardens, Bransgore, Christchurch, Dorset BH23 8BT
(Tel: 01425-672060)

Club Address: 1a Capstone Place, Bournemouth (at rear of *Slot Racing Supplies/Model Railway Centre*)
Clubnight: Tuesday and Friday

Street Scalextric Club*Scalextric track and cars*

Secretary: Mervyn Palmer, 2 Arthurs Court, Orchard Rd., Street, Somerset BA16 0BT
(Tel: 01458-840094)

Club Address: Street Football Club, Brooks Rd., Street
Clubnight: Alternate Saturdays

AREA 8

Area Delegate: Bernie Lawrence, 121 Greenacres, Furnace Green, Crawley, Sussex RH10 6SL
(Tel: 01293-565682)

Reading*BSCRA*

Secretary: Keith Oborn, 'Bishops Cottage', Park House Lane, Reading, Berks. RG3 2AH
(Tel: 01734-574255)

Further Contact: David Mayo, 5 Hawker Way, Woodley, Reading, Berks. (Tel: 01734-698542)
Club Address: Yeomanry House, Castle Hill, Reading
Clubnight: Friday

Haydon*BSCRA*

Secretary: Neil Erith, 22 Eastrop Lane, Basingstoke, Hants. RG21 2AS (Tel: 01256-22751)
Club Address: The *Hop Kiln*, St. Georges Rd., Badshot Lea, nr. Farnham, Surrey
Clubnight: Friday

Roedale*BSCRA*

Secretary: Chris Church, 92 Wolseley Rd., Coldean, Brighton BN1 9ET (Tel: 01273-680753)
Further Contact: Steve Jenkins, 11 Tumpike Close, Peacehaven, Sussex BN9 8BU (Tel: 01273-582987)
Club Address: 2 Roedale Rd., Brighton BN1 7GB

Crawley*BSCRA*

Secretary: Rod Doller, 111 Lark Rise, Langley Green, Crawley, West Sussex RH11 7QG
(Tel: 01293-537167)
Further Contact: as Area Delegate
Club Address: Tiltgate Recreation Centre, Hut 18, Tiltgate, Crawley, Sussex
Clubnight: Monday 7.30pm

Coulsdon*BSCRA*

Secretary: Bob Andrews, 71 Days Lane, Sidcup, Kent DA15 8JP (Tel: 0181-309 0638)
Further Contact: Michael Crofts, 30 Smithy Bottom Lane, Purley, Surrey (Tel: 0181-660 9174)
Club Address: Behind Midland Bank, Chipstead Valley Rd., Coulsdon, (alley sides from bank)
Clubnight: Thursday

Surbiton Town MRRC*BSCRA*

Secretary: Ian Townley, 9 Piplely Rd., Hampton, Surrey (Tel: 0181-941 5862)
Further Contacts: Mike Thomas, 94 Bramblewood Close, Carshalton, Surrey, SM5 1PG
Club Address: No track at present

Molesey Scalextric Club*Scalextric track and cars*

Secretary: Richard Winter, 4 Windermere Court, Park Rd., Kenley, Surrey CR8 5AR (Tel: 0181-660 1832)
Club Address: Molesey Scalextric Clubhouse, Ray Rd., West Molesey, Surrey
Clubnight: Tuesday and Thursday

New Addington Scalextric Club*Scalextric track and cars*

Secretary: Mike Potter, 45 Wolseley Cres., New Addington, Croydon, Surrey CRO OPG
(Tel: 01689-846067)

Club Address: Tynbridge Centre, Fieldway, New Addington, Surrey
Clubnight: Thursday

Autodrome SRC*Scalextric track and cars*

Secretary: Peter Baldock, 57 Gascoigne Rd., New Addington, Surrey CRO ONG (Tel: 01689-843106)
Club Address: Quest Scout Hall, Beulah Rd., Thornton Heath, Surrey
Clubnight: Alternate Sundays

Petersfield Scalextric Club*Scalextric track and cars*

Secretary: Mike Pack, 99 Haslar Crescent, Waterlooville, Hants., PO7 6DD (Tel: 01705-259716)
Club Address: Home Farm, Liphook, Hants.
Clubnight: Monday, Tuesday and alternate Thursdays

Maidenhead Scalextric Club*Scalextric track and cars*

Secretary: Mike Savage, Model Motors, 21 The Parade, Bourne End, Bucks. SL8 5SB
(Tel: 01628-528617)

Club Address: The *Stag and Hounds*, Pinkney Green, Maidenhead
Clubnight: Monday

AREA 9

Area Delegate: Dave Harvey, 2 Maryland Court, Rainham, Kent ME8 8QY (Tel: 01634-389004)

One-0-One*BSCRA (not operational at present)*

Secretary: as Area Delegate

Hadlow Scalextric Club*Scalextric track and cars*

Secretary: Ray Barnham, 244 Malling Rd., Snodland, Kent ME6 5JG (Tel: 01634-246055)
Club Address: Hadlow Village Hall, Williamsfield, Hadlow, Kent
Clubnight: Friday

Timaru*BSCRA*

Secretary: Graham Sampson, 23 Rumfields Rd., Broadstairs, Kent CT10 2PJ (Tel: 01843-603152)
Further Contact: Terry Coleman, 5 Parsonage Rd., Monkton, nr. Ramsgate (Tel: 01843-821539)
Club Address: Behind Sea View Hotel, Prospect Rd., Birchington-on-Sea, Kent
Clubnight: Friday

Spitfire MRCC

BSCRA

Secretary: Alan Ferguson, 18 Athelstan Rd., Folkestone, Kent CT19 6EU (Tel: 01263-42551)
Further Contact: Stan Kirk, 38 Oaks Park, Rough Common, Canterbury (Tel: 01227-558553)
Club Address: Spitfire Leisure Dome, Hawkinge, nr. Folkestone, Kent
Clubnight: Thursday

Medway Model Motor Group

Scalextric track and cars

Secretary: David Haystead, 20 Micawber Close, Chatham, Kent ME5 9JX (Tel: 01634-684250)
Club Address: Tunbury Hall, Catkin Close, Walderslade, Chatham
Clubnight: Wednesday

AREA 10

Area Delegate: Mick Thompson, 45 Westend Rd., Maxey, Peterborough PE6 9EJ (Tel: 01778-344988)

Ipswich SCC

BSCRA

Secretary: Dr. John Davis, Orchard View, Tye Lane, Flowton, Ipswich, Suffolk IP8 4LD (Tel: 01473-33646)
Further Contact: Nigel Harvey, 50 Lonsdale Close, Ipswich, Suffolk IP4 4HD (Tel: 01473-274216)
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 (Tel: 01284-703433)
Further Contact: John Goldsmith, 20 Trinity Mews, Springfield Rd., Bury St. Edmunds, Suffolk IP33 3AT (Tel: 01284-753847)
Club Address: Heron Club, W. Vinten Ltd., Western Way, Bury St. Edmunds, Suffolk IP33 3TB
Clubnight: Monday 7-10pm (Tuesday if Monday is Bank Holiday)

Presto Park

BSCRA

Secretary: Anthony Hawkes, 111 Banham Rd., Beccles, Suffolk NR34 9JP
Further Contacts: Keith Wright, 139 Beloe Ave., Bowthorpe, Norwich (Tel: 01603-784531)
Club Address: Rear of *The Fleece*, Blyburgate, Beccles, Suffolk
Clubnight: Monday (main) and Thursday

Fen Tiger SC

Scalextric track; Slotstocks cars

Secretary: Cyril Tidswell, 143 Church Rd., Emneth, Wisbech, Cambs PE4 0DT (Tel: 01945-585778)
Club Address: St. Edmunds Hall, Church Rd., Wisbech
Clubnight: Monday 7.30 pm

Lincoln

Two tracks; one for BSCRA racing and a Sandtex surface track for Scalextric cars

Secretary: Colin Jackson, 17 Hunters Close, Throupham, Dinnington, Sheffield S31 7TN (Tel: 01909-562542)
Club Address: The *Railway* Public House, Thorpe-on-the-Hill, Lincoln
Clubnight: Monday

National British Championships 1/32nd Scale • Champions Through the Ages

**F32 (1971-82)/
NOVICE (1983 ON)**

VICTOR LUDORUM

TEAM RACE

SALOON

SPORTS/G.T.

GRAND PRIX

1964	K. Stokes	J. Ramsdale	Ashton under Lyne	A. Aird	J. Dominy
1965	G. Tapsell	L. Hedley	Beckenham	P. Enos	R. Dominy
1966	G. Ball	J. Essex	Ashton under Lyne	I. Jensen	J. Wilkinson
1967	N. Hinton	S. Davey	Sidcup MCC	M. Geraint	A. Mills
1968	P. Ratchliffe	R. Coleman	Coulsdon MCC	R. Smith/A. Condon	G. Fitzsimons
1969	A. Aird	I. Jensen	Leicester	R. Smith	P. Crane
1970	P. Enos	P. Hore	Sydenham	P. Williams	P. Young
1971	R. Scott	P. Hore	N. London SME	I. Jensen	S. Jenkins
1972	D. Cooper	P. Enos	N. London SME	P. Hore/S. Walker	D. Paxman
1973	P. Enos	R. Smith	N. London SME	I. Jensen	D. Croft
1974	M. Burnham	P. Firth	N. London SME	S. Walker	S. Bridle
1975	P. Williams	J. Ballard	N. London SME	P. Hore	M. Harrison
1976	S. Walker	P. Williams	S.K.D.	P. Hore	D. Harris
1977	I. Jensen	S. Burden	Ecurie Barnton	P. Hore	R. Mack
1978	I. Jensen	S. Walker	Haydon MRCC	S. Jenkins	P. Tickner
1979	I. Jensen	S. Walker	Ecurie Barnton	G. Kimber	M. Yarnell
1980	S. Walker	P. Hore	Ecurie Barnton	S. Jenkins	T. Garnham
1981	S. Walker	S. Walker	Medway MAC	M. Harrison	O. Fry
1982	P. Hore	I. Jensen	N. London SME	G. Kimber	G. Harwood
1983	G. Kimber	P. Hore/L. Jensen	N. London SME	D. Harvey	M. Chadwick
1984	M. Harrison	I. Jensen	N. London SME	M. Harrison	R. Cryer
1985	C. Gooding	M. Harrison	N. London SME	R. Cryer	R. Berry
1986	A. Lucas	C. Gooding	N. London SME	M. Read	D. Johnson
1987	M. Harrison	M. Harrison	Ecurie Barnton	S. Burder	S. Burder
1988	G. Kimber	T. Ryan	N. London SME	J. Thompson	J. Thompson
1989	D. Harvey	D. Harvey	N. London SME	J. Cleave	J. Cleave
1990	T. Ryan	D. Harvey	Bolton SC		
1991	P. Hore	D. Harvey	N. London SME		
1992	B. Church	R. Cryer	N. London SME		
1993	D. Harvey	D. Harvey	N. London SME		
1994	R. Cryer	C. Gooding	N. London SME		
1995	J. Cleave	C. Gooding	N. London SME		

1/24th

**National British
Championships**

1994
1995

G12 PRODUCTION
C. Gooding
I. Fisher

OPEN G12

C. Gooding/M. Kimber
P. Trigilio

EUROSPORTS

C. Gooding
J. Cleave

1/32nd

**British Open
Championship**

1993
1994
1995

M. Harrison
C. Gooding
M. Harrison

PRODUCTION

R. Cryer
R. Berry
M. Read
S. Burder
J. Thompson
J. Cleave