

Introduction:

These guidelines are intended as a guideline for all racing under the 'BSCRA Classics' banner. The cars and racing reflect a 30 year golden age in UK slotracing covering the era when ECRA became BSCRA and the cars raced on gooped tracks using soft sponge tyres. This era really ended when spray goop conditions, which had been popular elsewhere in the rest of the world, were introduced which brought about significant changes in the cars that were raced.

Considering the specific ethos relating to these cars therefore, they were made principally from piano wire, brass tubing and brass plate(though spring steel centre sections did appear in the 1990s). The cars had four (or six) solid wheels that touched and rolled on the track and the shells had cut out wheel arches, fitting the chassis in terms of wheelbase to an acceptable tolerance.

It has been found however in various meetings that have taken place recently, that these cars work well in their own right with black tyres and spray goop, and out of this, a set of guidelines have been drawn up to govern this type of racing.

The period in question appears to divide well into three specific decades where the cars raced were broadly of their own specific designs. The racing is designed to reflect this, with the three classes, saloon, F1 and Sports being divided into three sub classes: circa 1970s, circa 1980s and circa 1990s.

The guideline on car standards are based on a handbook from the period as illustrated below. Further sections have been added to ensure the cars are based on the technology at the time.

Car standards:

- a. All three classes (saloon F1 and sports will be divided into subclasses: circa 1970s – class A, circa 1980s – class B and circa 1990s class C. Sports also has a subclass for F32 cars.
- b. All cars will have solid front wheels that touch the track and roll. 'Rattlers' are not permitted to run in classes A and B.
- c. For saloon and sports, plastic gears are not permitted. For F1s they are permitted due to the non availability of metal F1 gears.
- d. Pinions must have at least 8 teeth.
- e. All cars will be fitted with modern black soft rubber on their rear tyres and the cars will run to present day BSCRA gooping rules.
- f. No multiple magnet set ups are permitted.

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- g. All wheels will be located on the outside of the pans and not mounted internally on the pans. All wheel arches in classes A and B will be cut out.
- h. The shells must come from either the period from which the car is racing or an earlier period. They must fit the chassis with a tolerance of 1/8th inch (scale 4 inches).
- i. All shells must have the correct detail and have numbers in at least two places.
- j. The guide may protrude from the front of the shell though the guide nut must not be visible when looking at the car directly from above.
- k. No chassis will have a lateral movement capable between the rear axle and the guide (steering) as this was technology that was introduced after this period.
- l. All chassis will have brass pans and will be constructed out of brass plate, brass tubing and piano wire soldered together. The only exceptions to this are class C which are allowed steel centre sections and pans but must otherwise be constructed from brass tubing, plate and piano wire.
- m. In class A, all cars will have a solid single front axle, the minimum diameter being 3/32nd inch. All cars in this class will have a chassis that is rigid between the rear axle and guide plate and does not have a central hinge which is set perpendicular to the rear axle enabling the chassis to flex in a rotational manner.
- n. In F1 class A only, the chassis width is restricted to 1 ¼ inch (32mm) though 2 x 18swg pieces of piano wire can be fitted for body mounting purposes (with clear plastic inserts). All chassis are to have four wheels only.
- o. In F1 class B and class C the maximum width of the car is 68mm.
- p. The motors in class A must either be a 'B' or 'C' can. Armatures are a free choice though must be representative of the period.
- q. The motors in class B should be anything representative of that period other than large strap motors.
- r. The motors in class C Sports will include large strap motors.
- s. The motors in class C saloon will be early Group 12 motors. A ball race in the can is permitted but not the endbell.
- t. The motors in Sports F32 will be a C can motor with an armature that is yet to be determined.
- u. For sports F32, all vintage F32 cars from this period are permitted to race in the form they raced in at the time. For all new cars, they will have an 8 foot wheel base and conform to the rules governing class A cars (though a small tolerance has to be allowed in terms of the Bog chassis which had a degree of flex built into its design). They will have a drop arm fitted and the side pans will be soldered to the chassis rails using brass hinges and piano wire. The can must not be an integral part of the chassis design and there are no ball-race bearings permitted in either the motor or the chassis. They must run with a tagged Group 20 arm which must be approved to race. Any person making new F32s must be prepared to supply the chassis for sale

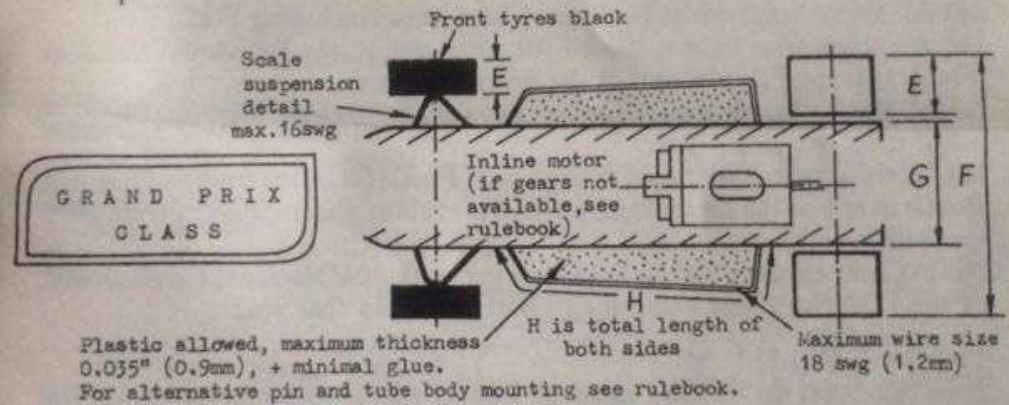
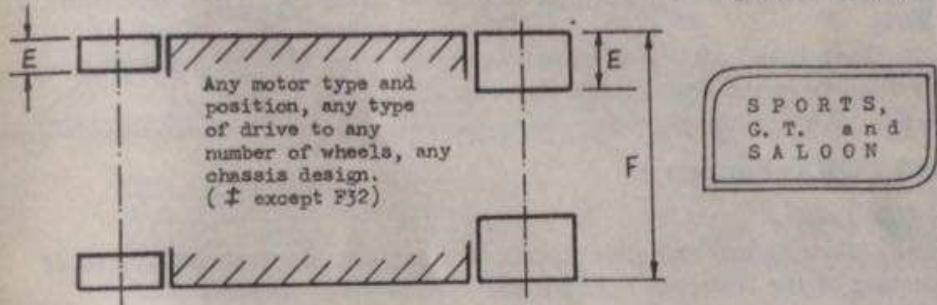
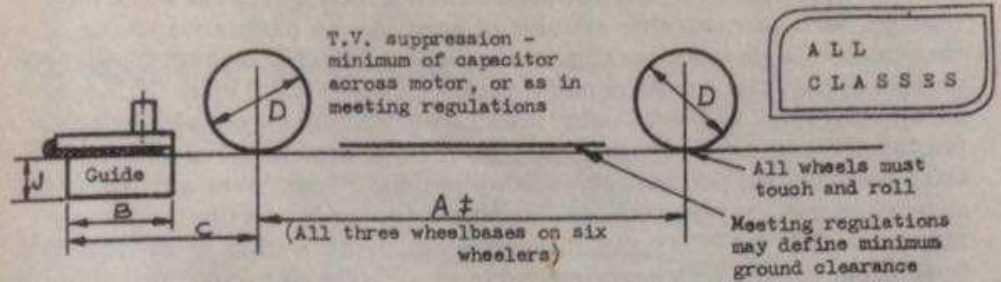
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to others and the design must be approved as period specific. The chassis must not retail at a cost in excess of £60.00.

- v. Generally, new 'copy' vintage cars will be allowed to race though they must conform to the regulations concerning the specific class they are intending to race in and also be presented in a way that was representative of the time, this being for the scrutineer to consider prior to them being allowed to race. The same principles will be applied to other new gear (motors) that may be fitted to an existing vintage chassis thereby enabling them to race.
- w. Race organisers may request a minimum ground clearance of 0.5mm between the rear wheels at the start of the race.
- x. Should a driver wish to race in this series and does not have access to these cars for the first calendar year they may race a Falcon powered Production chassis (not intro 32) fitted with wheels and an appropriate bodyshell for the period. The cars would be eligible for class B
- y. It is intended that the cars raced in this series accurately represent the cars raced at the time. As such modern chassis racing building techniques such as lightening the pans by drilling holes would not be considered appropriate. It is for the scrutineer to effectively marshal car standards and as such their adjudication on these matters is final.
- z. The dimensions of the cars are as below and, other than the exceptions listed above are applicable to all cars.

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SCRA CHASSIS RULES ILLUSTRATED



‡ Formula 32 cars must use chassis and motor as defined in rulebook part 4.

Dimension	Minimum	Maximum
A	Scale size minus 1/16in. (2mm)	Scale size plus 1/16in. (2mm)
A‡	Body must reasonably fit standard	3 in. chassis. (76mm)
B	None	2/8 in. (23mm)
C	None	1/8 in. (29mm)
D	5/8 in. or scale size (15mm)	None
S	3/16 in. (4mm)	5/8 in. (16mm)
F	None	64mm
G	None	1 1/2 in. (32mm)
H	None	150mm
J	Track normally 1/2 in, min. 3/16in.	Track maximum 1/4 in. (6.5mm)

The rules illustrated in these diagrams are defined in the SCRA handbook. Dimensions in brackets are for guidance only.

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Event format:

This format has been designed to reflect the ideals of 'gentleman rules' as previously adopted in this form of racing. It is an applicable format for all sizes of track and is designed to maximise the enjoyment of the competitors involved.

1. Meetings will generally be run on a Sunday, though there is no reason why Saturdays can't be used if it is preferable to do so.
2. After morning practice and driver briefing there will be a concours and constructors award decided. Following this race order will be saloon, F1 and Sports followed by a team race.
3. The race format is covered below. It is designed to maximise enjoyment for all competitors while hope ensuring that the meeting does not become inordinately cumbersome resulting in an excessively late finish.
4. The conduct of the meeting will reflect the rules of BSCRA and will be supervised by the Race Controller. The car standards will be decided by the scrutineer who has the task of ensuring that all cars are not only compliant with the rules concerning the class that they are entered in, but moreover reflect the spirit of the racing of the class.
5. Event organisers are to provide suitable awards for the meeting and it is desirable that competitors have the option of a reasonable meal offered if possible to do so.
6. As well as class, concours and constructors awards there will also be a gentleman driver of the day award for the driver who best encapsulates the spirit of this racing.
7. Though each event should be seen as a standalone open meeting, points are to be awarded towards championship awards and a small proportion of the race fees will be given to fund championship awards.

Race format:

1. In each class, all drivers will be given two visits to the driver's podium to race a car. During the course of each visit the driver will race on 50% of the lanes of the track on alternate lanes. This may consist of a single segmented race or individual races which are reset back to the start line after each heat.
2. There is no seeding in the heats. All cars of a class race together as per full sized vintage racing.
3. The best 50% of scores for each car will count for scoring purposes. Where a car is only raced once, the other 50% of scores will be recorded as zero.
4. Drivers may elect to either race one car throughout or race a second car in a separate subclass.
5. F32 is a sub class of sports.
6. Following this, finals will be run in each subclass, with lane choice being determined by heat score. If necessary, step up finals will be used to select the four finalists and result order. Every driver will race in at least one final in each sub class they are entered.
7. The team race will be an extended race for two drivers and is designed to be a more relaxed race to finish off the racing for the day. Any sports or saloon car chassis, as highlighted above, can be raced, other than class C sports. The base chassis for this race will be a class A

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saloon/sports chassis. To ensure close racing and to introduce an element of fun into the proceedings it is suggested that penalties will be awarded if:

- The car used is from a later time period (1980s or 1990s)
- There is more than one premier driver in a team
- There are two home club drivers racing together
- If the car has won the previous round Team Race.

It is suggested that the penalties should consist of a percentage reduction in distance covered, the maximum reduction to not be greater than 20% of the distance. For each of the above a 5% reduction would be applied though for using a car from 1990s this would be increased to 10%. The car used in the team race does not have to have been entered in an event earlier in the day. It does need to have an appropriate sports shell from the time period that it raced.

Championship:

A Championship will take place with prizes being awarded at the end for each sub class, concours, constructors, team race and gentleman driver of the series. The best four scoring rounds from the six scheduled events will count towards the championships. In the event of a tie, the result will be decided by most number of first places then second and third places until a result can be determined. If this is still not possible the result from a fifth meeting will be considered to determine the result.

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