

ECRA 1964

In 1964 ECRA was yet to produce its first Handbook. The records of committee meetings and the rules reproduced below are the nearest thing we have to a Handbook for a crucial stage in ECRA's development. Not only was 1964 the year of the first National slot racing championships but also 1963/64 was when the Association moved from the somewhat informal group of 1961 to the committee and area structure with members paying a membership fee rather as we have it today.

The first stage towards organising this was the formation of an ECRA National Slot Racing Executive. Here is a record of their first meeting, it was published in the July 1963 issue of Model Maker magazine

E.C.R.A.

Proposals for National Slot Racing Executive arising from recent discussions held between a large number of clubs. Correspondence to G. H. Wrigley, address below.

EVERY club in the country shall vote one representative to its appropriate Area Committee. This committee is directly responsible for the supervision of racing in the area. It is also required to appoint representatives to sit on the National Executive at the ratio of 1 representative per 10/part of 10 member clubs. Suggested Season Mid-September to end of April. National Executive to sit twice a year: Once before season to ratify rules, and again towards end of season to examine results and make suggestions for following year. Area Committee to sit at least 3 times a year. Representatives to all committees to be elected annually.

Competitions to be held at following levels in both individual and team categories: National, North Section, South Section, Area, Club.

The names and addresses of organisers of areas are listed except for Scotland and East Anglia. As little is known about Model Racing in these places, would any clubs that do exist write to me in the first instance and provision will then be made for someone in the area to represent them.

Will all clubs please understand that whether they are members of or affiliated to any slot-club organisation this will not preclude them from having a vote in the method of running the sport.

It is envisaged that E.C.R.A. National Executive will eventually be to slot racing what the F.A. is to football.

E.C.R.A. NATIONAL SLOT RACING EXECUTIVE

North

- Area No. 1**—Scotland. G. H. Wrigley, 14 Pearce House, Junction Road, London, N.19.
Area No. 2—North West England. Duncan Laycock, 4 Loop Road South, Whitehaven, Cumberland.
Area No. 3—North East England. Ray Baker, 7 Malvern Road, Seaton Sluice, Whitley Bay, Northumberland.
Area No. 4—North Midlands. M. Kennaugh, 12 Cosford Close, Leamington Spa, Warwickshire.

South

- Area No. 5**—South Midlands. M. Kennaugh, 12 Cosford, Close, Leamington Spa, Warwickshire.
Area No. 6—East Anglia. G. H. Wrigley, 14 Pearce House, Junction Road, London, N.19.
Area No. 7—South West England. D. Naylor, Flat 1, Maxwell Court, 279 Charminster Road, Bournemouth, Hants.
Area No. 8—South East England. V. Warner, A.P.M.M.E.C., Aylesford Paper Mills, Larkfield, Nr Maidstone, Kent.

ECRA 1964 membership published in the January 1964 edition of Model Maker magazine
NOTE there is now a membership fee of 7/6

E.C.R.A. Announcement

Membership of the Electric Car Racing Association is now available for 1964. Applications for membership should be made to your Area Delegate or direct to: E.C.R.A., 433 Brockley Road, London, S.E.4. Membership fee will be 7/6. Individuals wishing to join, who do not belong to a club affiliated to E.C.R.A., will be required to pay 2/6 extra for postage on individual copies of the News Letter.

Persons who are members of more than one E.C.R.A. club must declare which club they intend to represent in both individual and Club Team Championships. Should a person have reason to change clubs during the season, secretaries of both clubs involved must notify E.C.R.A. Head Office. (Address above.)

Details of the Guards Formula 1 Trophy appear elsewhere in this issue, and copies of the regulations, etc., have been distributed to Area Delegates or can be obtained direct from E.C.R.A.

Membership is operative from January 1st—December 31st. The horizons of model car racing are now wider than ever before, and the reorganisation of the Association has been carried out for the sole purpose of obtaining for the enthusiastic car racer a standard of opportunity and achievement which cannot be attained by individual effort.

Electric Car Racing Association — General Competition Rules

incorporating the Southport and Aintree Standards

CARS

1. All models, including those built from commercial kits, to be built to $\frac{1}{32}$ inch scale with a tolerance of $\frac{1}{64}$ inch in track and wheelbase, and bodies must also be within reasonable limits.
2. Any one chassis can only be fitted to any one body; i.e., a single chassis cannot be raced in one event with a G.P. body and in another event with a sports or G.T. body even though the track and wheelbase measurements are the same.
3. A single chassis cannot be raced in more than one heat of the same event even though fitted with a different body and/or driven by another driver.
4. No car to exceed a maximum overall width of 2½ inches.
5. No projections downwards, capable of gulding the car, other than the steering guide and contacts are permitted.
6. All cars must be models of full-size prototypes.
7. All cars must start a race with a driver securely fixed.
8. All cars must carry clearly legible racing numbers in two places. It is also recommended that cars should carry visible major appendages, i.e., steering wheel, mirrors, windscreen, exhaust pipes, identity badges.

GUIDES

Rail:

9. Rail guides, either pegs or tunnels, must be parallel when viewed from the front and no in-curve will be allowed. Excessive wear sufficient, in the opinion of the Stewards, to give an advantage on the particular guide rail being used will not be permitted.

Slot:

10. Maximum length of guide in slot measured extreme front to extreme rear must not exceed $\frac{1}{4}$ inch or project, at any point, more than 1 inch forward or rearward of the centre line of the front axle.
11. Slot guides must move freely lengthwise in a slot $\frac{1}{16}$ inch deep.

TRACKS

Rail:

12. The track guide rail which also acts as the negative contact to be $\frac{1}{16}$ inch high.
13. The track return positive contact rail, wire, tape or strip, must be laid flat on the track surface on the left hand side of the guide rail and its centre must be approximately $\frac{1}{4}$ inch from the guide rail.

Slot:

14. The slot dimensions must be a minimum of $\frac{1}{16}$ inch and a maximum of $\frac{1}{8}$ inch wide by $\frac{1}{16}$ inch deep. There must be one point on each lane where the depth of the slot does not exceed $\frac{1}{16}$ inch, otherwise open bottom slot is permitted.
15. The contact surfaces on each side of the slot must be a minimum width of $\frac{1}{16}$ inch and a maximum of $\frac{1}{8}$ inch (metal sprayed tracks excepted) and at all points on the track there must be pick-up contact $\frac{1}{16}$ inch from the centre of the slot.
16. Looking in the direction of travel, the positive contact must be on the left of the slot and the negative on the right.
17. Clubs must provide accurate lap recording. No additional fittings to the cars should be necessary to operate this.

Rail and Slot:

18. All lanes to be supplied with current of equal voltage.
19. Current to be D.C. — minimum 12 volts.

20. Controller plug sockets should be either 2 pin, 2 amp. or bayonet.

OPEN MEETINGS

21. These are meetings open to competitors other than those who are members of the organising clubs.
22. In slot "Open" meetings the term "International" should only apply where people travel from abroad to compete. An exception can be made in the case of Servicemen who are representing their own country.
23. For National Open Slot Meetings the track must be a minimum of 4 lanes, and not less than 50 feet to the lap.

A. Grand Prix Events

24. The event to be run in heats, sub-final and final with all heats timed.
25. Heats to be made up prior to the meeting and a race sheet showing these to be given to at least one member of each visiting club before practice commences.
26. Heats to be a minimum of 20 laps each.
27. The fastest heat winners or, where more than the winners are timed, the fastest cars qualify for the final and the next fastest heat winners or cars qualify for the sub-final.

28. Final to be a minimum of 150 laps and the Sub-Final a minimum of 50 laps.

29. Each competitor to be told his or her racing lane in the heat so that he or she can obtain maximum effective practice.

30. In the event of two or more cars qualifying for the final or for the sub-final on the same lane the tie so resulting shall be resolved as follows:—

- A A driver who is a member of the club on whose track the event is being held automatically loses the tie.
- B Ties between organising club members or between visiting drivers be resolved by heat times—fastest time has first choice and so on.
- C Drivers losing a tie be given at least 5 minutes Practice on the new lane.

31. A competitor may have a maximum of two drives in the heats only of any one G.P., Sports or G.T. event (see proviso in sub-section B below) except in a British Championship meeting or Area Championship meeting when only one drive is permitted.

- A The two drives may be (1) his or her own entries; or two different cars; (2) one entry of his or her own and one proxy entry; (3) two proxy entries.

- B If the number of proxy entries is such as to render it impossible for the home club drivers to observe the maximum of two drives then the excess proxy entries shall be allocated to acknowledged experienced visiting drivers who shall only be notified of these additional proxy drives when they actually arrive at the track.

- C Should a driver qualify for the final or sub-final with more than one car of his or her own entries then he/she may drive either and the other car takes no further part in the competition.

- D Should a driver qualify with a proxy car in addition to his or her own then he or she must drive the proxy car and his/her car must take no further part in the competition.

B. Sports (including G.T.) Events

Items 24, 25, 26, 29 and 30 as per G.P. Events.

32. The method set out for G.P. Events may be used or the following alternative:—

"Heats shall be over a set period of time, i.e., 5 mins., and the cars completing the greatest number of laps or the longest distance shall qualify for the final and the cars completing the next greatest number of laps or longest distance shall qualify for the sub-final.

NOTE: If this method is used the track should be marked into equal parts and drivers should be credited with the number of laps and tenths they have completed.

33. Final to be a minimum of 100 laps or 20 mins., and the Sub-Final to be minimum of 50 laps or 10 mins.

C. Alternative Method for Events (G.P. or Sports)

34. A competitor may only have one drive in the heats for any one G.P., Sports or G.T. event.

35. Finalist to be decided by heat winners going forward. Heats and lanes will be pre-determined by numbers. Drivers will draw their number on arrival.

D. Le Mans and Team Events

Items 24, 25, 26, 29 and 30 as per G.P. and Sports events.

Items 32 and 33 decided by the organising club and set out in the supplementary regulations.

General

36. Entries received after the official closing date will not be accepted.

37. Conduct of practising:—

- A No home club drivers to practise during the Saturday and/or Sunday of the meeting.
- B Each visiting driver to book his or her practice sessions with the clerk of the course.
- C Wherever possible the last hour of practice should be reserved for those competitors unable to arrive earlier.
- D All drivers be allowed one lap before their particular race.

38. If a race is ready to start and any competitor/s is/are missing they shall be given one minute to bring their car/s to the start grid.

39. If, when a race is started, all cars do not leave the starting grid, the clerk of the course may declare a false start and order a fresh one. Should all cars not start at this second attempt the car/s themselves will be regarded as faulty and the race should continue. It is assumed that the clerk of the course is satisfied that there is no fault in the power supply to the particular lane/s.

40. Awards will normally be made to drivers except in the case of bona-fide proxy entries when awards will be made to the entrant.

41. In the Sub-Final of an Open Meeting, an award should be made to at least the winner of such sub-final.

42. In order to qualify for this event a driver must:—

- A Be one of the ten fastest at a Classic Meeting held on his or her own club circuit, or (B) be one of the twenty fastest at a Classic meeting held on a circuit belonging to a club of which he or she is not a member.
- C For the G.P. Championship qualification.

[Continued on page 99]

fication must be in a G.P. event.

- D For the Sports Championship qualification may be obtained in either a Sports Car event or a G.T. event (until such time as these classes have a separate Championship) provided such events are run to Classic Meeting standards.

Slot Drivers' Championship

43. Each Area Committee to arrange sufficient meetings amongst its constituent clubs to decide :—
 A Area G.P. Champion
 B „ Sports Champion
 C „ Club Team Champions.
44. The drivers qualified as per Rule 43 will be eligible to compete in the National Finals to decide :—
 A British G.P. Champion
 B „ Sports Champion
 C „ Club Team Champions.
45. The organising club of Open Meetings should appoint three stewards, two of which should preferably be visitors to whom the clerk of the course may refer for a decision.
46. E.C.R.A. Sponsored meetings will be controlled by officials appointed by the Association.

Electric Car Racing Association

ECRA as it is familiarly known has got away to a flying start by its representation at the Racing Car Show. Just how much good can be done in this way is impossible ever to evaluate ; it can sometimes continue to have favourable repercussions for years. Meanwhile, we are very happy to have been invited to assume the mantle worn previously by our sister magazine *Model Maker* and act as the Official Magazine of the association. This we shall gladly do, and give the growing group every possible help and support. In general, we shall report club activities wherever they have reasonably wide interest, that is to say, open events certainly, restricted club meetings only when items of exceptional news value come up. Please Mr. Club Secretary let us have items for our columns, but write the sort of thing that you would like to read about *another* club. If you can pass that test then you have written items of interest indeed ! Those intimate club details will, however, still see the light of day where they should properly appear—in the ECRA Newsletter, a duplicated publication which goes out to members approximately every 10th of the month. As duplicated items they can of course be far more up-to-date than any printed magazine which must often close for press several weeks ahead of publication date.

From Model Cars magazine April 1964
 It seems likely that the monthly ECRA Newsletter would contain a lot more information. Unfortunately none of these newsletters are known to have survived.

CLUB NEWS

Slight flashback! Line-up of winners at the last RAIL Grand Prix on the Oaklands Park circuit, now rebuilding to slot. Left to right: Brian Parsons, Ann Whitbread, Tony Whitbread, Ann Harris, Ye Whitbread, the back of Stan Whitbread's head and Mac Pinches (who pinched the show as novice railracer refugee from slot!).



HALF-YEARLY MEETING OF THE NATIONAL SLOT RACING EXECUTIVE OF THE ELECTRIC CAR RACING ASSOCIATION, held at Chester on May 31st, 1964

Delegates were present as under: J. Patterson (Area 1), D. Laycock (2), R. Baker (3), S. Whitbread (4), J. Thin (5), A. Caine and H. Owen (7), M. Pannett (8), G. Wrigley (in the Chair), Mrs. Wrigley (Minutes Secretary).

1—MEMBERSHIP

Membership Secretary, C. S. Whitbread, gave a brief report on membership progress, individual members being just under 500 in number and clubs approximately 80.

2—FINANCIAL REPORT

Acting Treasurer, Duncan Laycock circulated an interim financial statement which showed the Association to be solvent with money in the bank, but not wildly flourishing. He recommended that economy be practiced for the balance of the financial year. Certain expenditures such as stand at the Racing Car Show would not necessarily be repeated in the future so that a better ratio between income and expenditure could be expected.

Consideration was given to reimbursement of delegates' travelling expenses to meetings and the disparity of expense between delegates was noted. For 1964 delegates agreed, in view of the financial position of the Association, that they would not press for such reimbursement, but felt that this was a matter which must be explored in future years and some equitable form of payment made otherwise it might be difficult to secure delegates of appropriate authority in future years.

3—DRAFT CONSTITUTION

A draft constitution for the Association prepared by the Hon. Solicitor, Mr. T. W. Pinnock, was considered and the executive recommended that it be offered to members at the Annual General Meeting for acceptance or otherwise. Some additional arrangements would, it was hoped, be made to safeguard individual members from Association liabilities, otherwise it was a standard type of constitution setting out the aims of the Association. One new item is the recommendation that an affiliation be offered to clubs for 30/- plus 2/- per nominated member, 1/- for juniors, i.e., those under 18 years who would have all the benefits of full membership with the exception of a vote.

4—PROPOSALS FOR RACING

After some discussion racing classes were agreed for 1965 season Formula 1, to be the existing F.A.I. Formula 1 with cars to have power arrangements as in the full-size prototype, i.e., 4-wheel drive from one engine where required, rear or front wheel drive as in prototype, no direction as to steering. Formula 2 would be an open Grand Prix class, that is to say, any Grand Prix car would be acceptable irrespective of formula and date. Formula 3, a class open only to entrants who had never been finalists in an open event. Winner of such an event to be excluded from further participation in the class. Formula as 2 above. Sports and G.T. races would continue as before, and the rules and conditions would be prepared for a production touring car class.

5—POSTAL BALLOT

Results of recent postal ballot were brought up for ratification.

It was agreed that dynamic braking shall be available on E.C.R.A. tracks. A standard 2-amp 3 pin plug would be used to connect drivers' controllers and a recommended wiring diagram would be prepared and distributed to clubs in the near future. This would also take into consideration different types of controller in use including microswitch and two-stage microswitch. Whilst the wiring would be adapted to braking, it would continue to be optional whether drivers made use of it or not.

The question of participation of host clubs in events was not ratified by the executive as there was no clear cut vote in its favour and it would be left to the discretion of organising clubs. In effect, the nature of the circuit would decide as some clubs enjoyed an enormous advantage on their home circuit, whereas in other cases it still offered sporting racing irrespective of who competed.

6—E.C.R.A. COMPETITIONS

The Competition Secretary, Jock Thin, reminded delegates present of the National Concours which would be run in connection with four open meetings and each of which, 1, 2, and 3 would go forward to a final to be held at the National Finals on November 14th in London. The first event had already been held at Loughborough. Other events would be held at the Thirties, Blythe and Ashton-under-Lyme. Entrants who were not successful at their first entry could continue to enter at other open meetings with an opportunity of doing better. Once their car had been selected to appear in the final, this could be considered a personal entry and another car could be substituted by the qualifier if he so desired. The club team championships

would take place on the 13/9/64 with the winner of area 3 versus winner of area 6 to be held in area 4, and the winner of area 8 versus winner of area 7 in area 5. On the 27/9/64 the winner of area 1 versus winner of area 4 in area 2, winner of area 5 versus winner at area 2 in area 3. These matches were drawn out of a hat, but as it happens offered the most economical travelling which could have been provided. National Finals will be held in London on November 14th, 1964, although as yet no suitable venue has been arranged.

1965 racing season. There would be no objection to clubs commencing the 1965 racing season immediately after conclusion of the National Finals in November, particularly as some of the more northern clubs tended to have a mid-winter close season of some weeks where travelling conditions were difficult. Area team entries should be available to the executive by the end of July at the latest.

NOTES

Gordon Wrigley was chairman.

Tom Pinnock was producing a constitution. This implies ECRA didn't have one before. The constitution was ratified at the 1965 ECRA AGM.

Scotland now has a delegate.

They took a postal ballot which decided to use the 3 pin sockets we still use.