

# **E.C.R.A. HANDBOOK**

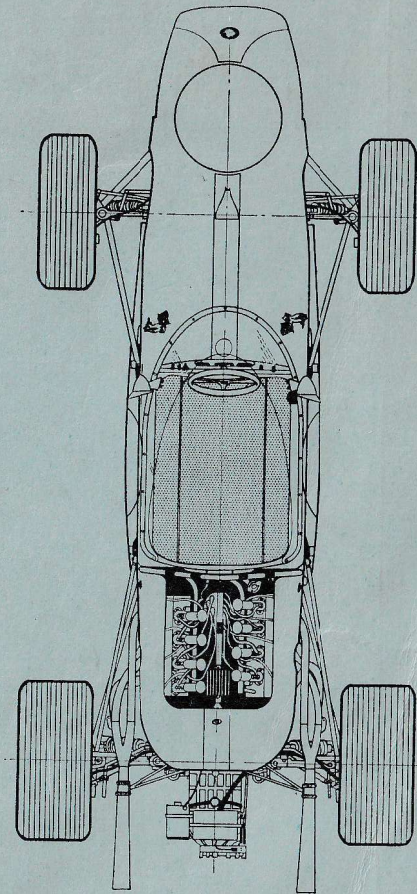
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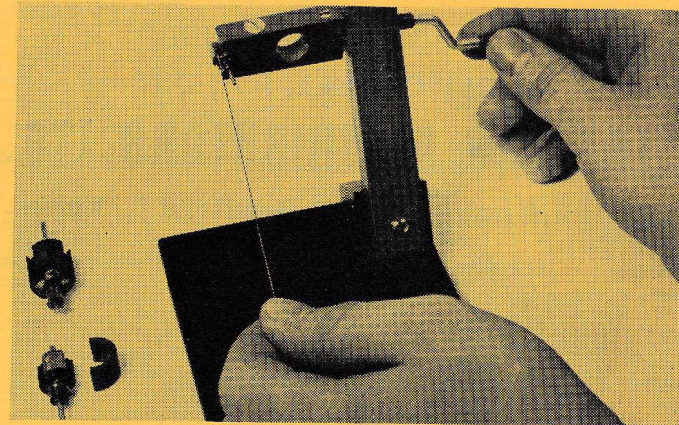
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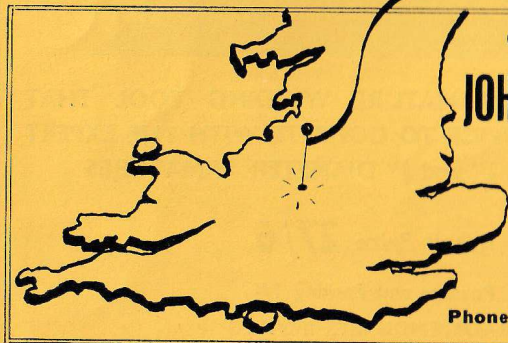
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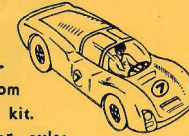
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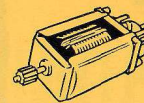
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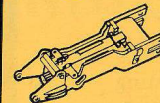
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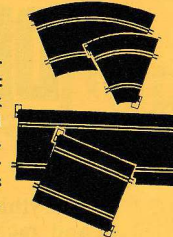


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JOHN PARSONS

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**E.C.R.A. NOTES**

E.C.R.A. aims to be the link between all its members, both on an area level and nationally.

On area matters remember that your Area Delegate to the Council is there to represent you. You, and the other members in your area, elected him for that purpose. You will find his name and address in the Register of Affiliated Clubs which is at the back of this Handbook. Individual members in particular (those not registered with an affiliated club) are advised to contact their Area Delegate so that they may be advised of area meetings in which they might be interested.

If you want to get in touch with any other E.C.R.A. Official, write either to:

**E.C.R.A.  
28 BOLTON STREET  
LONDON W.1**

or to the Official direct. Names and addresses, at the time of going to press, are:

Chairman: G. H. WRIGLEY, 12 Old North Road, Royston, Herts.  
Hon. Secretary: J. THIN, 107 Penrhyn Road, Far Cotton, Northampton  
Treasurer: M. C. BRUNGER, 2 Lon Fawr, Caerphilly, Glam.  
Membership Secretary: D. HAYWOOD, 4 Rosthwaite, Wellington, Salop.  
Competition Secretary: B. FISHER, 35 Norton Road, Rochdale, Lancs.  
Information Officer: M. GODDARD, 4 Penrhyn Road, Far Cotton, Northampton  
P.R. Officer: J. K. PARSONS, c/o E.C.R.A., 28 Bolton Street, London W.1

In either event, please include the Official's title in the address and, if you want a reply, please enclose a stamped envelope.

All drivers permits carry the Area number and, in the case of Club Members, the Club number also. A driver may compete in National Championship events only for the area and club shown on his card. Your Membership number should also be quoted in all letters to E.C.R.A.

## E.C.R.A. AND YOU

All too often in every club someone starts moaning. "E.C.R.A. ought to do this" or "They ought to do that". If you ask that someone why they don't do something about it themselves they say "What can I do". This article is to tell you what you can do, and what you should do, and I do mean you.

First of all E.C.R.A. is not, repeat not, a distant, high and mighty, self appointed "They". It is an organisation of You, for You and appointed by You—or such of you as take the trouble.

E.C.R.A. is run by a Council that is elected each year. It consists of the area delegates, the chairman, secretary and treasurer, the last three being appointed by the delegates. Each of the ten areas elects one or more delegates (depending on its membership) whose business it is to represent his area on the Council. Nominations for the delegates must, under the Constitution, be made in September. Any two members, no matter who they are, may nominate a delegate for their area and, if there is more than one nomination, there will be a postal vote of all members in the area. That is why nominations have to be in during September—to give time for a vote before the New Year. So, if your area hasn't nominated a delegate—or if you think someone else can do the job better—any two of you can act. All you have to do is to write in to E.C.R.A. proposing and seconding your candidate. If no one else is proposed, your man is in. If someone else is put up, there will be a vote of all members in the area. That is all there is to it.

You will find, in the Handbook, your area delegates name and address. On area business, or on anything you want him to bring up to the Council, write to him, but if you want to bring up any other matter, write to E.C.R.A. or to the official direct.

But, if you don't let us know what is bothering you, we can't help you. Also, please, remember that all officials are volunteers—working in their spare time—so don't expect a reply by return.

Now, suppose you have a grouse, or a proposal, or a brainwave and you think E.C.R.A. ought to act on it. You've written to your Area Delegate and he doesn't agree with you. What can you do.

Well, first of all, you yourself can get it brought up at the Annual General Meeting. If you give notice to E.C.R.A. on or before December 15th that you wish an item to be included in the Agenda, it will be—and it will come up. The date, incidentally, was fixed to enable the Agenda to be got out in good time. Unfortunately most people seem to ignore it.

But, you may say, I can't get along to the A.G.M.—and anyhow, this matter can't wait. What can you do then. There are two answers to this; either you can call a Special General Meeting, or have a postal vote.

I think you will agree that it would hardly be practical for every matter every individual wanted brought up to be the subject of a special general meeting or vote. Your own idea of course is very sound, but there are a lot of cranks about. So, for either of these purposes you have to get substantial support. By the Constitution, the Council must, on the requisition of 50 members specifying the matter to be dealt with, call a Special General Meeting or a Postal Vote. If they don't do it within 28 days, then the requisitioning members can do it themselves and any decision come to, either at the meeting or on the vote, is as binding as a resolution of the members at an A.G.M. So, if you can convince fifty members of the soundness of your scheme, you can force a vote and you then have to think whether you want a meeting or a postal vote. This rather depends on what the issue is. If it is a straight forward question that can be answered "yes" or "no", then a postal vote will give more members the chance to express their views. But if it is a matter that is likely to want considerable discussion—and possibly amendment—then a meeting gives a better chance to hammer it out.

There is another point to mention here. A General Meeting may not, for various reasons, be well attended. There may be a proposal coming up that you don't like—but you are afraid it will be rushed through. What can you do?

Well, if you have a written authority signed by 20 members, whether or not they are at the meeting, you can insist that the proposal—whatever it is—be put to a postal vote of the whole membership.

Postal votes are, you will see, coming into this quite a lot. There is a reason for this. We have a large and scattered membership and comparatively few of us can attend General Meetings. But we all receive—or should receive—the Newsletter. So, to know how the members feel as a whole on any point a voting paper can be sent round with the Newsletter for completion by you. It should give a much larger and better cross section of opinion than we can otherwise get. If, repeat if, you return your vote.

I hope that this has shown that in fact you, the ordinary club man in E.C.R.A., are not just a cypher, that you have both the right and the power to express your views and make them felt—if you care to take the trouble. I would add one final point—which you may not know. The "wheel sizes" rule—which has given rise to so much argument—was not a dictatorial ruling by the E.C.R.A. Council. It was a proposal put forward from the floor at the last Annual General Meeting and carried by that meeting. All the Council had to do with that decision was to carry the can for it.

## RULES AND RACING

There is probably more criticism levelled at E.C.R.A. in connection with rules than on all other subjects put together. This is perfectly understandable, of course, because one of the major functions of the Association is to provide the machinery to enable a majority to approve the formulation of a set of rules that will enable all of us to race our cars (and race them fairly) anywhere in the country without radical alteration. This is no easy task, but it has been done successfully for some years. But it does not alter the fact that it is all too rare that any rule meets with the approval of everyone. And all too often, in slot racing as in most other pursuits, the minority are vociferous!

On looking through this booklet you will see that the Competition Rules have been given a long overdue face-lift. I should not let this worry you too much, for although they will look completely different (as they should after all the midnight oil that has been rubbed into them) close examination will reveal that they reflect, with reasonable accuracy, the approach to racing organisation that has now become common practice.

The rules are, of course, primarily designed to cover E.C.R.A. Championship Events. But it is hoped that organisers of Open Meetings and other events will also apply these rules, drawing attention on their Entry Forms to any deviations. For instance, if two drives are permitted in any Class or Classes, the entry form could state: "E.C.R.A. Rules will apply, except that the two drives may be with the same car, or with the same chassis in two different bodies, or with two cars". The rules have been drawn up with these possibili-

ties in mind, and organisers should have little difficulty in phrasing their entry forms to make clear to all competitors precisely what is allowed. At the last A.G.M. for instance, it was resolved that from January 1968 all entry forms must stipulate whether or not home drivers are competing. For this year we merely recommend it to all clubs arranging open meetings.

In 1/24th scale racing it is strongly recommended that organisers either state the distance between lane centres on the entry form or tell competitors the maximum width of car permitted for the event. The racing of cars 3in. wide on circuits with 3in. lane centres invariably leads to disaster!

### RACING CLASSES

The following Racing Classes were drawn up by the Competitions Committee and approved by the Council for inclusion in this Handbook.

It is not the intention that these should be the only Classes raced, nor is there any desire to interfere with the internal organisation of Club and Open Meetings. What is raced at such meetings is the business of the organisers, and we sincerely hope it will remain so.

The purpose of this list is to provide all slot racers with a straightforward code that can be used for Club Notices and Entry Forms and to make it quite clear which cars are acceptable for any event.

#### G.P.

Class 1 All single seater racing cars, the full size prototypes of which have raced in Formula 1, 2, 3 or Formula Junior events in full size racing from 1st January, 1961.

Class 2 All single seater racing cars having raced prior to 1961; 2-seater racing cars where these were designated as G.P. cars, having raced prior to 1961; all Indianapolis cars whenever raced.

#### SPORTS

Class 3 Open 2-seater sports cars and sports racing cars with a wheelbase not exceeding 8ft. 4in.

Class 4 Open 2-seater sports cars and sports racing cars with a wheelbase exceeding 8ft. 4in.

#### GRAND TOURING

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

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

#### PRODUCTION TOURING

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

There is no restriction on the number of motors that may be used on any car in any class, nor are there regulations limiting cars to rear-wheel drive, front wheel drive or four-wheel drive.

### STANDARDS AND RULES

The following standards and rules incorporate the amendments approved by the A.G.M. of E.C.R.A. on 22nd January, 1967 and, save where otherwise expressly stated, govern racing for the 1967 Season.

#### TRACK STANDARDS

1. The slot dimensions must be a minimum of  $\frac{1}{8}$  in. and a maximum of  $\frac{3}{16}$  in. wide by  $\frac{3}{16}$  in. deep. There must be one point on each lane where the

depth of slot does not exceed  $\frac{3}{16}$  in. otherwise open bottom slot is permitted.

2. The contact surfaces on each side of the slot must be a minimum width of  $\frac{1}{8}$  in. and a maximum of  $\frac{1}{4}$  in. (metal sprayed track excepted) and at all points on the track there must be pick-up contact  $\frac{3}{16}$  in. from the centre of the slot.
3. Looking in the direction of travel, the positive contact must be on the left of the slot and the negative on the right.
4. Clubs must provide accurate lap recording. No additional fittings to the cars should be necessary to operate this.
5. Track voltage not to exceed 16 volts D.C. off load, and not to drop below 12 volts D.C. under a load of 2 amps per lane.  
(Note: From 1st January 1968 track voltages should not fall below a minimum of 12 volts D.C. when the circuit is drawing 4 amps per lane. ECRA recommend that Clubs install a battery in circuit to achieve this).
6. It is the responsibility of all clubs to ensure that the minimum amount of A.C. 'ripple' voltage appears on the track.
7. Tracks must be equipped for dynamic braking, although the use of dynamic brakes by drivers is optional, i.e. controllers without brake terminals may be used.
8. No personal external power supplies designed to enhance the performance of cars are permitted.
9. Controller plugs to be B.S. 546 3-pin, 2-amp, wired as follows:—  
    'L' to controller wiper  
    'N' to controller resistance coil  
    'E' to controller brake terminal
10. Clubs wishing to have a (third) lighting tape on their tracks should have power available  $\frac{1}{2}$  in. from the centre of the slot to centre of lighting tape on the right-hand side in the direction of travel.

#### NOTE

The 'Camslot' Method of testing track voltage parameters:

Apparatus required:—One voltmeter to read at least 16 volts D.C. As many 12 volt 24 watt car bulbs as there are lanes.

N.B.:—For both tests, controller sockets should be shorted out 'L' to 'N', i.e. the two smallest holes of the sockets.

- (a) Off load. Connect the voltmeter across each lane in turn, to ensure that no more than 16 volts appears across the tapes.
- (b) On load. Connect one bulb across each lane and, with all bulbs lit, monitor the lane voltages again, to ensure that no less than 12 volts appears across the tapes.

In the case of clubs with a separate power supply to each lane, it is only necessary to obtain one bulb and test each lane individually. Clubs with a common power supply to all lanes must have all lamps lit at the same time.

#### CAR STANDARDS

1. All models to be built to  $\frac{1}{32}$ nd. scale of a full-size prototype with a tolerance of plus or minus  $\frac{1}{16}$  in. track and wheelbase. Bodies must also be within reasonable limits. The onus of proof of dimensions rests with the driver. The manufacturers quoted dimensions with commercial kits can be taken as correct.
2. The overall diameter of wheels (including tyres) must be to scale, with a tolerance of plus  $\frac{1}{16}$  in. and minus  $\frac{1}{8}$  in. provided that if commercial tyres of such a diameter are not available the nearest commercial size may be used.  
(Note:—From 1st January 1968 the tolerance will be plus or minus  $\frac{1}{8}$  in.).

3. The maximum permitted tyre tread width (tyre on track) is  $\frac{1}{2}$  in., provided that the scale dimensions of the track are in accordance with ECRA rules and providing that the tyres do not protrude outside the enveloping body or wings.
4. No car to exceed a maximum overall width of  $2\frac{1}{2}$  in.
5. No projections downwards, capable of guiding the car, other than the steering guide and contacts are permitted.
6. Maximum length of guide in slot, measured extreme front to extreme rear, must not exceed  $\frac{3}{4}$  in., nor must the guide project, at any point, more than 1 in. forward or rearward of the centre line of the front axle.
7. All cars must carry clearly legible racing numbers in at least two places.
8. All cars must have transparent windscreens and windows where found on prototype.
9. All cars must start a race with a driver securely fixed, the driver to be a minimum of head, shoulders and arms.
10. All cars must be suppressed against TV interference.
11. It is also recommended that cars should carry visible major appendages, i.e. steering wheel, mirrors, exhaust pipes, identity badges etc., and that clear plastic bodies should not be raced without first being painted.

#### COMPETITION RULES

The following rules have been drawn up to cover all E.C.R.A. National Championship events, including the qualifying rounds, Area Team Championships and Area Individual Events.

#### CHAMPIONSHIP EVENTS (Rules 1—23)

1. The Association shall in each year organise a meeting or meetings to decide the National Championships for:—
  - A. Individual Grand Prix (ECRA Class 1)
  - B. Individual Sports/GT (ECRA Classes 3, 4, 5 & 6)
  - C. Individual Production/Touring (ECRA Class 7)
  - D. Club Teams (ECRA Class 1)
2. Such Championships shall be contested by two representatives from each Area in categories A, B and C and by one club team from each Area in category D. Each Area shall arrange sufficient individual and team meetings (herein called Area Meetings) among its constituent clubs to decide the contestants and shall inform all interested parties of such arrangements.
3. The track must have a minimum of 4 lanes and be not less than 50 feet to the lap, marked out in sections of  $\frac{1}{10}$ th or less.
4. The organisers shall appoint a Clerk of the Course, two Stewards and one or more Scrutineers. They shall also provide sufficient Marshals.
5. The Clerk of the Course shall have general control of the meeting. He may stop a race (by reason of a false start or any other reason) and order a re-run. Any question arising in connection with the meeting shall be referred to the Clerk of the Course whose decision shall be final. The Clerk of the Course may consult with the Stewards and may, and shall if so requested by any aggrieved party, refer the question at issue to the ECRA Competitions Committee for a ruling.
6. All cars competing in the National Final meetings and in Area Team Championships shall be scrutineered before competing and if they do not comply with the car standards shall be excluded. In Area Individual Events all cars scoring championship points and all cars qualifying for Semi-Finals and Finals shall be scrutineered after the Heats and before the Semi-Finals or Finals. Any car not complying with the car standards shall be excluded and the next fastest car shall take its place. A car so excluded shall take no further part in the meeting. It is for the competitor to furnish evidence of the dimensions of his car.

7. At any one meeting a driver may enter one car only in each class and a car or chassis that has been raced in one class may not be raced in another class or by another driver. Proxy driving shall not be permitted.
8. Before practice starts, the organisers shall allocate adequate practice time to all competitors and shall notify competitors of their lane or lanes.
9. Drivers may drive their cars to the Starting Grid.
10. 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.
11. If when a race is started all cars do not leave the Starting Grid the Clerk of the Course shall declare a false start and order a re-run. Power to the lane in question shall be checked and if on the re-run all cars do not leave the Grid the car shall be presumed faulty and the race shall continue.
12. Heats and Semi-Finals shall be run for a fixed period of time with a minimum of 3 minutes for Heats and 5 minutes for Semi-Finals. Laps and fractions of laps covered by each car shall be recorded and the fastest cars shall go forward to the next stage.
13. In Finals, Semi-Finals and Sub-Finals the drivers shall have choice of lane in the order in which they qualify. (The fastest driver has first choice, second fastest second choice and so on until all lanes are full).
14. The Final (and Sub-Final if any) shall be run either over a fixed time or for a fixed number of laps and positions shall be decided according to the distance covered when the leader completes the race.
15. A Sub-Final, if run, shall be between the fastest contestants not qualifying for the Final.
16. The organisers shall arrange for sufficient Heats and Semi-Finals (or Sub-Finals) to be held to award championship points for at least the first six competitors.

#### Team Racing (Rules 17—22)

(Note:—It was proposed and agreed at the ECRA AGM that in 1968 the Team Event be run in three classes, Grand Prix, Sports/GT and Production Touring, with five heats in each class. A team match formula to meet this requirement will be worked out and commenced before the 1968 season).

17. Each Team shall consist of 5 drivers each driving one car only which shall not be changed during the match.
18. Drivers shall be numbered 1 to 5. No. 5 shall be reserve and shall not race more than three times in any match (including his drive in Race 5). A reserve scoring 8 or more points in any one match may not again be raced as reserve during the season.
19. Each team shall race alternatively on Lanes 1 & 3 and 2 & 4. The order of racing shall be decided by spin of a coin.
20. Racing shall take place according to the following table:

#### TEAM MATCH FORMULA 4 LANES

HOME		VISITORS
1st Race	1—2	1—2
2nd Race	3—4	3—4
3rd Race	3—4	1—2
4th Race	1—2	3—4
5th Race	5—Nominated	5—Nominated
6th Race	1—2	1—2
7th Race	3—4	3—4
8th Race	1—2	3—4
9th Race	3—4	1—2
10th Race	Nominated	Nominated



21. The winner of each race shall score 3 points, the second 2 and the third 1 provided that in each case they cover the full race distance.
22. If after the 10th race the sides are level on points their races 1 to 5 shall be repeated. If the sides are still level the individual points scored by drivers shall be compared—taking drivers in numerical order—and the team of the first driver who shall have scored more points than his corresponding number on the other team shall be the winner.
23. The organisers of any meeting may make supplementary regulations to cover matters *not provided for* in the previous rules. Notice of any such supplementary regulations must be given to all competitors not less than seven days before the start of the event.

#### OPEN MEETINGS & OTHER EVENTS

The Rules above apply to all National Championship and Area Events. While the organisers of other events are entitled to adopt their own regulations it will be found that these rules form a sound basis and, with the addition of such of the following rules as are applicable, they are recommended to organisers of Open Meetings.

24. Notices of any event and entry forms therefore shall specify the classes to be raced, number of entries allowed, any special regulations and any variations to these rules. If no variation is specified these rules shall apply.
25. Unless otherwise stated in the entry form, Home club drivers shall not compete.
26. Entries received after the official closing date shall not be accepted.
27. Visiting drivers shall not book practice with the Clerk of the Course.
28. Should a driver qualify for a Final, Semi-Final or Sub-Final with more than one car he must elect which car he will drive and the other or others must be withdrawn, the next fastest car taking that place.

#### CONSTRUCTORS' CHAMPIONSHIP REIGNING CHAMPION—DICK PARKER

The various aspects of a model that Judges consider, and the maximum points they may award in each case, are reproduced below:

- |   |         |    |
|---|---------|----|
| 1. Does the model give an immediate impression of the full-size vehicle and does it sit properly on all four wheels when viewed at eye level? | .. .. . | 5  |
| 2. Scale accuracy of model—wheelbase, track, o/a length, width and height (2 marks each)  | .. .. . | 10 |
| 3. Chassis construction   | .. .. . | 20 |
| 4. Body construction  | .. .. . | 20 |
| 5. Body details   | .. .. . | 20 |
| 6. Wheel detail   | .. .. . | 5  |
| 7. Driver   | .. .. . | 5  |
| 8. Finish   | .. .. . | 10 |
| 9. Ingenuity and presentation   | .. .. . | 5  |

100

One continuous lap completed .....  
(Clerk of the Course)

Note to Judges:—More marks shall be awarded for hand-made items than for commercial or modified commercial parts.

#### 1/24th SCALE

Although E.C.R.A. have not been called upon to organise racing in the scale, the growth of interest in 1/24th has led to requests for a set of rules.

The following Standards and Rules are recommended to all organisers of 1/24th scale racing and should be read in conjunction with the 1/32nd scale standards and rules that appear in earlier pages of this Handbook.

#### TRACK STANDARDS

1. As set out in Para's 1—10 on page 10. The organisers of any 1/24th scale event must state in the entry form any deviation from these standards.

#### CAR STANDARDS

1. All models to be built to 1/24th or 1/25th scale of a full-size prototype with a tolerance of plus or minus  $\frac{1}{16}$  in. track and wheelbase on 1/24th dimensions. The manufacturer's quoted dimensions with commercial kits can be taken as correct.
2. The overall diameter of wheels (including tyres) must be to scale, with a tolerance of plus  $\frac{1}{16}$  in. and minus  $\frac{1}{8}$  in. provided that if commercial tyres of such a diameter are not available the nearest commercial size may be used.  
(Note:—From 1st January 1968 the tolerance will be plus or minus  $\frac{1}{8}$  in.)
3. The maximum permitted tyre tread width (tyre on track) is  $\frac{3}{8}$  in. provided that the scale dimensions of the track are in accordance with ECRA rules and providing that the tyres do not protrude outside the enveloping body or wings.
4. No car to exceed a maximum overall width of  $3\frac{1}{2}$  in.
5. No projections downward, capable of guiding the car, other than the steering guide and contacts are permitted.
6. Maximum length of guide in slot, measured extreme front to extreme rear, must not exceed 1 in., nor must the guide project, at any point, more than  $1\frac{1}{2}$  in. forward or rearward of the centre line of the front axle.
7. All cars must carry clearly legible racing numbers in at least two places.
8. All cars must have transparent windscreens and windows where found on prototype.
9. All cars must start a race with a driver securely fixed, the driver to be a minimum of head, shoulders and arms.
10. All cars must be suppressed against TV interference.
11. It is also recommended that cars should carry visible major appendages, i.e. steering wheel, mirrors, exhaust pipes, identity badges etc., and that clear plastic bodies should not be raced without first being painted.

#### COMPETITION RULES

1. The 1/32nd scale Competition Rules as set out in this Handbook shall apply in their entirety also to 1/24th scale racing, except that the Association do not as yet organise National Championship events in this scale.

## MARSHALLING

Much is said about the thankless job of marshalling, most of it unprintable, so here are a few facts and suggestions as seen from the view points of both marshal and driver.

The marshal is as much a part of the sport as the slot-guide, and participation in an event, whether a humble club meeting or a major championship event, is always 20 per cent driving and 80 per cent marshalling. Or is it? Most of the time, marshalling is left to those who are willing to do it, and they are usually the lesser drivers and newcomers who want to make themselves useful.

I have seen many systems of rotation designed to give equal shares of driving, marshalling and "tweaking", but I've never seen one work. It is really up to the individual to get the job done. Don't wait to be asked, if you see a vacant post, fill it. Time will be saved on turn-round, and more racing will result.

Once the race is under way, the club divides into two camps, marshals, and drivers, plus the referee (race controller) and maybe a few innocent(?) bystanders. So let us examine the problem from both sides. First the marshal.

Now a marshal is responsible for one particular section of the circuit. It is his job to keep his section and maybe its approaches clear of "parked" cars and other debris, and to send such cars on their way, on their correct lanes, as soon as possible. The task requires as much concentration as driving itself, and can be almost as interesting. It cannot be done well if a marshal's mind or hands are otherwise occupied.

Only three rules are needed:—

- (1) Don't wear anything that dangles on the track—there's no need to make more work for yourself than is already provided by the drivers.
- (2) Never place a car in a slot until you are sure it is the correct one. If the car is not "stickered", any delay in confirming the lane is the fault of the driver, and in the long run he will appreciate not having his car hammered into the wall by an innocent competitor.
- (3) In the event of a multiple crash, the car causing the pile-up is replaced last.

Sorting out such a mess can take time, but if it is done as quickly as possible, no one can ask more of you. Don't allow the abuse from the chap on red lane to distract you, he probably doesn't mean it anyway, and his concentration is going for a chop. Don't rush at the job, speed will come with practice, and it's more important to get it right first time.

Now for the driver

3—2—1 GO! Your car speeds off with several others towards the first bend—and the first marshal. Too fast! The brakes lock on, and the tail starts to come round. Now at this point, you know you've overdone it. The marshal, however, has four or more cars to watch, and doesn't spot these signs as quickly as you. If you shout loudly, his first reaction is to look up. That's broken his concentration and now the fumbling starts. Shout again and he'll probably drop the car altogether. Meanwhile, the field is half a lap ahead. It's better to admit your mistake and let him correct it quickly and neatly. If it's obvious that he's not watching, and this is more likely later in the race, a quick but polite call, giving reference to lane and bend will usually suffice.

Just remember, a marshal can just as easily win a race for you as lose it, and any errors he makes stem directly from your own.

As a last word to both sides, lost tempers achieve nothing but bad feeling, which discourage the newcomers the sport badly needs, and the effect on unwitting spectators would be shameful. So let's be a little more tolerant and sporting and pride ourselves as much on our marshalling ability as we would like to for our driving.

## THE CONSTITUTION

Shortage of space prevents the inclusion here of the whole constitution. However, the following is a summary of its main provisions, particularly as they affect the ordinary member. Copies of the constitution itself can be obtained from the Secretary—Price: 5/-.

The objects of the Association are:—

- (1) The encouragement and fostering of the making and racing of models (and particularly of electric models) of cars.
- (2) The bringing together of all those interested in model cars.
- (3) The organisation and regulation of the running and racing of model cars and the making, enforcing and interpretation of rules therefor.

The Association is a non-profit making body.

Membership of the Association is open to anyone over 18. Persons between 14 and 18 may become Associates, but may not vote. Clubs may affiliate to the Association—and their members will rank as Association members or associates.

Annual subscriptions are: Members: 10s. 0d. Associates: 5s. 0d. Clubs: 30s. 0d. and 5s. 0d. per member and 1s. 0d. per associate.

The Association is governed by a Council consisting of the Secretary, the Treasurer and delegates elected annually from each of the 10 areas into which the country is divided. The Secretary and Treasurer are appointed by the Council. The number of delegates from each area will vary with strength of its membership. In September of each year nominations for delegates for the following year fall to be made. Any two members may nominate a candidate for their area. If in any area there are more candidates than vacancies, a postal election will take place. In practice it usually happens that the members of each area hold a meeting to decide, more or less informally, who to nominate, but it has been thought important to maintain the right of ordinary members, if they think fit, to nominate delegates and call for a vote.

The Council has general power to decide all matters arising in connection with the Association including admission to and termination of membership. It must, however, conform to directions given by the members in general meeting. The Council may appoint committees and delegate any of its powers to them but the decisions of Committees are subject to review by the Council.

It will be appreciated that any Association such as this, having a large and scattered membership, has to have an Authority empowered to make prompt and effective decisions. Here the Council, itself and through its Committees can so act. It is, however, equally important that the individual member should be properly represented.

To secure this:

- (a) Any person aggrieved by a decision of a Committee may appeal to the Council and if still dissatisfied may raise the matter at the Annual General Meeting.
- (b) The area delegates are nominated and elected each year by postal vote—not merely by those able to be present at a meeting.
- (c) Special provision is made for questions which the Council consider important to be the subject of postal votes by all members—and if 50 members so request the Council must have such a vote. The same number of members can demand a special General Meeting on any issue.
- (d) If a complaint is made against a member he must be given an opportunity of stating his case.

Finally, the members in general meeting may vary the Constitution and may give directions or instructions to the Council (or may even remove it).

Naturally, much of the wording of the Constitution is technical. Nevertheless it is felt that it does provide a workable framework under which the Association can be run both efficiently and fairly.

## NATIONAL REGISTER OF AFFILIATED CLUBS

Area and Club number are shown only against those Clubs whose affiliation had been processed by the end of January. As Clubs have until the end of March to renew their affiliation we have included the other Clubs from last years list and shown them under the same Area, but without their Club number, which is only allotted when their affiliation is processed. Some space has been left where possible for additional affiliated clubs to be inserted as they are listed in the monthly *ECRA NEWSLETTER*.

Please note that the Secretary's address as given will not normally be the circuit address and intending visitors should make the necessary enquiries.

**Area No. 1.** Delegate: J. McFarquhar, 3 Kilbourne Street, Glasgow N.W.

1.1 ev. 2nd Fri. Garioch Motor Club,  
A. Duncan, Howe of Briar, Oldmeldrum, Aberdeens.

1.2. Tu. Sat. Ecurie Forres,  
W. Hossack, 1 Fleurs Av., Forres., Morays.

1.3. M. Kelvin Model Car Club.,  
1.4. Hamilton Model Car Club,

I. Cooper, 12 Maple Bank, Silvertonhill, Hamilton.  
I. M. Johnston, 69 Arran Drive, Glasgow S.W.2.

Clyde M.C.C.,  
J. Hall, 7 Lothian Gardens, Glasgow.

Edinburgh Model Car Racing Club,  
A. Keech, 5 Eltringham Gdns. Edinburgh 11.

Kilmarnock Model Car Club,  
J. MacIntyre, 90 Grampian Road, Kilmarnock, Ayr.

McTaggart Scott Model Club,  
V. Nelson, c/o Drawing off. Station Ironworks, Loanhead,  
Midlothian.

**Area No. 2.** Delegate: L. A. Cranshaw, Chorlton Hse., Nigel Rd., Heswall  
Hills, Barnston, Wirral, Ches.

2.1. M.Th. Scuderia Red Rose,  
J. R. Howarth, 1 Cloverhall Cres., Belfield, Rochdale.

2.2. M. Hazel Park M.C.R.C.,  
D. J. Findlow, 135 Acre Ln. Cheadle Hulme, Ches.

MAP SHOWING  
AREAS IN  
ENGLAND,  
SCOTLAND, &  
WALES



- 2.3. M.Th. Manchester Model Car Club,  
Sec. G. C. Taylor, 16 Birdhall Grove, Levenshulme, Man-  
chester 19.
- 2.4. W.F. Ashton Model Car Racing Club,  
E. Johnson, 24 Stanley St., Higher Openshaw, Manchester 11
- 2.5. F. A.R.R.A.  
T. Nelson, 33 Norwood Cres., Southport.  
Corres.: W. Rimmer, 34 Scarisbrook New Rd., Southport.
- 2.6. F. Aintree Min. Race Car Club,  
R. Maddox, 120 Herschell Street, Liverpool 5.
- 2.7. M.F. Bolton Model Car Racing Club,  
C. Ainsworth, 84 Gilnow Road, Bolton, Lancs.
- 2.8. Chester Y.M.C., M.C.R.  
R. G. Dutton, 2 Spring Gdns., Halkyn Road, Newton,  
Chester.
- 2.9. Tu.Th.Sun. Slots Inc. Model Car Club,  
B. Badger, Friendship Inn, 188 Old Street, Ashton under  
Lyne.
- 2.10. W. Whitehaven Model Car Club,  
D. Laycock, 4 Loop Road South, Whitehaven.
- 2.11. M.Sun af. Wallasey M.R.C.C.  
T. G. Burton, "Vornelph", 28 St. Bride's Road, Wallasey,  
Cheshire.
- Liverpool Model Car Club,  
B. Hewitt, c/o T. Burton, 28 St. Bride's Road, Wallasey,  
Cheshire
- Accrington Model Club,  
J. A. McKnight, 11 Edmund Street, Accrington, Lancs.
- Coastal Equipe.  
R. Brasier, 23 Kendal Avenue, Cleveleys.

**Area No. 3.** Delegate: Vacant.

- 3.1. W.F. Durham Model Car Club,  
C. Daynes, 52 Sunderland Road, Gilesgate, Durham City.
- 3.2. W.F. Beverlac,  
A. Maulson, 1 Scrubwood Lane, Molescroft, Beverley.
- 3.3. W.Sun. Wakefield R.S.C.C.M.,  
Judith Hey, Whinfield, 110 Pontefract Road, Pontefract.
- 3.4. M.F. Bradford M.R.C.C.,  
J. M. Hoggard, 1 Rose Terr., Tong Street, Bradford 4.

- 3.5. Tu.Th. Darlington and Dist. Model Car Club,  
W. P. Lycett, 102 Carmel Road South, Darlington.
- 3.6. ev.evng. Middlesbrough Model Racing Club,  
ex.Sat. A. Whitworth, 29 Granville Road, Middlesbrough.
- 3.7. Tu.F. Blyth M.R.C.C.,  
A. R. Hedley, 31 Malvern Road, Seaton Sluice, Whitley  
Bay, N'land.
- 3.8. M.W.F. White Rose Model Car Racing Assn.,  
R. Barrett, 1 Dalguise Gr., Heworth Green, York.
- 3.9. F. West Yorks, M.R.C.C.,  
A. C. Keeling, Grange Nurseries, Westgate Hill, Nr.  
Bradford, Yorks.
- Sunderland and Sist. M.C.C.,  
T. Machin, 15 Rothbury, Ryhope, Sunderland.
- Rotherham M.C.R.C.,  
G. Siddle, 77 East Bawtry Road, Rotherham.
- R.A.F. Linton on Ouse,  
Hobbies Sec., Officers Mess., Linton on Ouse.
- Newcastle Model Racing Club,  
E. Kimber, 44 Millburn Cres., Hebburn, Co. Durham.
- Leeds and Dist. M.R.C.C.,  
B. Crowson, 2 Monkwood Avenue, Seacroft, Leeds.

**Area No. 4.** Delegate: J. Dutton, 22 Broadway, Newport, Salop.

- 4.1. M.Th. Stourbridge Model Car Club,  
F. G. Burnett, 4 Dale Road, Norton, Stourbridge, Worcs.
- 4.2. Tu.Th. Oaklands Park M.C.C.,  
C. S. Whitbread, 43 Oaklands Avenue, Birmingham 17.
- 4.3. M. Lichfield M.C.R.C.,  
A. Myers, 57 Birmingham Road, Lichfield, Staffs.
- 4.4. Tu.W. Newport M.C.,  
J. Dutton, 22 Broadway, Newport, Salop.
- 4.5. Tu.Th. S. Birmingham Model Racing Club,  
S. Comley, 160 Wyckham Road, Castle Bromwich, nr.  
Birmingham.
- 4.6. M.F. Sale Model Car Club,  
G. Barnes, 61 Clough Avenue, Sale, Cheshire.
- 4.7. Th.F. Derby Electric Car Association,  
D. P. Harpley, 109 Perth Street, Derby.

- 4.8. M.F. Elite Model Car Racing Club,  
N. Carrington, "Car-Van", 76 Westbourne Road, Sutton in  
Ashfield, Notts.
- 4.9. alt.Tu. Olton Model Car Club,  
I. Lewis, 123 Fallowfield Road, Solihull, Warks.
- 4.10 M.F. The Larches M.R.C.C.,  
S. Wilday, 50 Buttermere Road, Burlish Park, Stourport-on-  
Severn.
- Kidderminster and Dist. C.C.,  
T. Cohen, The Firs, Habberley Road, Kidderminster,  
Worcs.
- Ericsson Car Club,  
M. Davies, Ericsson Telephones Ltd., Beeston, Notts.
- Burton 65 Slot Car Racing Club,  
S. Bullen, 93 Station Road, Rolleston on Dove, Burton on  
Trent.
- Parkview Model Car Club,  
Mrs. M. Boulton, 10 Parkfields, Stafford.

**Area No. 5.** Delegate: N. Hinton, 5 Cavendish Road, Leicester.

- 5.1. M.Th. Leicester Model Auto Racers,  
G. Aldridge, 4 Loxley Road, Glenfield, Leicester.
- 5.2. W. Birmingham Model Car Club,  
J. Riddick, 12a Highfield Road, Moseley, Birmingham 13.
- 5.3. Tu. F. Leicester Min. Car Club,  
B. G. Harvey, 5 Diseworth Street, Leicester.
- 5.4. F. Northampton Model Car Club,  
J. Thin, 107 Penrhyn Road, Far Cotton, Northampton.
- 5.5. Tu.F. Loughborough and Dist. M.C.C.,  
J. A. Hales 110 Balmoral Road, Mountsorrel, Loughborough
- 5.6. W.F. Oxford Meteor M.C.C.,  
D. Vaughan, 11 Windrush Tower, Blackbird Leys, Cowley,  
Oxford.
- 5.7. Tu.Th. Glory Slot Car Club,  
P. Twitchen, "Dorny", White House Lane, Wooburn, Nr.  
High Wycombe.
- 5.8. Tu. Ecurie Spa,  
A. Kennaugh, 12 Cosford Close, Leamington Spa. Wars.
- R.A.F. Gaydon, M.C.C.,  
Sec. Cpl. D. Welsh, 91 A.M.Q., R.A.F. Gaydon, Leamington  
Spa.

**Area No. 6.** Delegate: M. Wall, 173 Balaam Street, Plaistow E13.

- 6.1. Tu. George Kent, M.C.C.,  
D. Curd, 2 Brown's Close, Leagrave, Luton.
- 6.2. M.Th. Hinxton Hall M.C.C.,  
D. G. Jones, 5 Petty Cury, Cambridge.
- 6.3. Th. Luton Poets,  
M. C. Sheppard, 20 Weltmore Road, Luton.
- 6.4. M. The Deben M.C.R.C.,  
P. S. Brown, 18 Collingwood Road, Woodbridge, Suffolk.
- 6.5. M. N. London Soc. of M.E.,  
T. W. Pinnock, 16 Athenaeum Road, N.20.
- 6.6. M.E. Saffron Walden Min. Rac. Club,  
W. Hill, 27 Harvey Way, Saffron Walden, Essex.
- 6.7. W. I.C.T. Model Racing Club,  
M. Keegan, 65 Nodes Drive, Stevenage, Herts.
- 6.8. F. Thirties Club of Model Sport,  
G. Threader, 615 Green Lane, Palmers Green, N.13.
- 6.9. Taverners Club,  
K. Gallop, 1 Coppetts Road, Muswell Hill, N.10
- 6.10. Th. Camslot 132 R.C.,  
G. Leadbeater, 116 Lovell Road, Cambridge.
- 6.11. W. Ragged Edge, (Wyton) M.C.,  
R. Netherwood, 13 Abbots Cre., St. Ives, Hunts.
- 6.12. M. West Ham M.R.C.,  
M. W. Wall, 172 Balaam Street, Plaistow, E.13.
- Romford M.C.C.,  
T. Genes, 12 Kerry Cl., Cranham, Essex.
- Knights Templar M.C.R.C.,  
F. A. Weaver, 59 Girton Rd., S.E.26.
- R.A.F. Brampton M.C.,  
M. C. Woodward, 2 Manchester Rd., Brampton, Hunts.
- Peterborough M.C.,  
A. E. Gomer, 68 Granville Av., Northborough, Peterborough.
- Hornsey M.C.C.,  
K. Halsey, 20 Inderwick Road, N.8.

Spalding M.R.R.C.,  
D. Mead, 55 Hawthorn Bank, Spalding.

Fairey M.C.  
C. Cooper, "Lyndhurst", 24 Thames Road, Langley, Bucks.

**Area No. 7.** Delegate: K. Stokes, 6 St. Johns Crescent, Midsomer Norton, Somerset.

7.1. Fri. Taunton M.C.R.C.,  
P. Talbot, 43 Bridgewater Road, Taunton, Somerset.

7.2. M.W. R.A.F. Lyneham M.C.R.C.,  
J. W. Pickford, 86 A.I.M.Q. Compton Bassett, Calne, Wilts.

7.3. Tu.Th. Model Section B.A.C. Sports & Social Club,  
P. M. Drew, 37 St. Helier Rd., Parkstone, Poole, Dorset.

7.4. Tu. Th. Street Min. Raceways,  
R. Dare, 21 Vestry Road, Street, Somerset.

7.5. M.Th. Taw Valley,  
G. Snell, Paramount, Bishop's Tawton, Barnstaple, Devon.

7.6. M.Th. Brands 32.,  
S. Tanner, 17a Elmdale Road, Bristol, 8.

Swanage M.C.C.,  
F. G. Keyes, Merengo, Park Road, Swanage, Dorset.

Bristol 450 M.C.,  
C. Ealding, 33 Cotham Vale, Redland, Bristol 6.

R.A.F. Upavon M.R.C.,  
Fl. Lt. G. Armstrong, Offs. Mess, R.A.F. Upavon, Pewsey, Wilts.

Bristol M.R.C.C.,  
W. Nescott, 37 Goodwin Dr., Whitchurch, Bristol.

**Area No. 8.** Delegate: G. Kill, L/F 50 Kensington Rd., North End, Portsmouth, Hants.

8.1. Th. Hampton Court M.C.C.,  
Sec. M. Pannett, 9 Gloucester Road, Twickenham.

8.2. Tu. Worthing Etc. M.R.C.C.,  
J. Powell, 2 Furzefield Close, Angmering, Sussex.

8.3. M.F. New Malden M.R.R.C.,  
A. Hammocks, 46 Ashton Rd., Raynes Park.

8.4. Th. S. Reading Model Racing Car Club,  
R. Muzeen, 3 Upperwood Farm Cottage, Lower Earley, Reading, Berks.

8.5. W. Goodwood,  
N. Broadbridge, 159 Oving Road, Chichester.

8.6. W. Brooklands M.R.C.,  
D. R. Gray, 14 Copthall Way, New Haw, Weybridge, Surrey.

8.7. Fleetlands App. M.E. Club,  
J. Jones, 12 Tichbourne Way, Rowner, Gosport.

8.8. Nordic,  
R. Nicholls, 26 High Street, Southall, Middx.

8.9. Ramhed Slot Racers,  
J. Ramsdale, 205 Mytchett Road, Mytchett, Surrey.

Crawley M.C.C.,  
R. McKenzie, 53 Lark Rise, Langley Green, Crawley, Sussex.

Saro Appr. M.C.C.,  
K. Boothroyd, Saunders Row App. E. Cowes, I.O.W.

Haydon M.R.C.C.,  
J. A. Essex, 7 Hunts Close, Guildford. Surrey.

Coulsdon M.C.C.,  
R. Coleman, 52 Derwent Drive, Purley, Surrey.

Littlehampton Slot R.C.,  
P. Finlay, 60b Norfolk Road, Littlehampton.

Portsmouth Elec. C.C.,  
R. Reeds, 6 Adelaide St., Fratton, Portsmouth.

Runnymede M.R.R.C.,  
V. Jeynes, 28 Stainash Cres., Staines.

Plessey M.R.C.,  
P. F. Wilson, 8 Uplands Rd., Northwood, I.O.W.

Kingston Slot R.C.,  
L. J. Denham, 20 Fletcher Rd., Ottershaw, Chertsey, Surrey.

Southampton M.C.C.,  
R. Fox, 44 Milbury Cres., Bitterne, Southampton.

**Area 9.** Delegates: E. Ball, 11 Gairloch Rd., S.E.5.  
K. Farmer, 61 Queens Rd., Beckenham, Kent.

9.1. F. Hornchurch M.R.C.,  
C. Cartwith, Rhencullen, 55 Laburnham Walk, Elm Park, Hornchurch.

9.2. W. Melford Racing Club,  
E. C. Ball, 11 Gairloch Road, S.E.5.

9.3. F. Timaru M.C.R.C.,  
P. J. Green, Timaru, St. Georges Rd., Sandwich, Kent.

- 9.4. Tu.F. Medway Model Auto Club,  
D. Blackman, 255 Dale Street, Chatham, Kent.
- 9.5. F. Lewisham & District,  
D. Shannon, 103 Westcombe Hill, S.E.3.
- 9.6. Tu. Beckenham M.R.C.,  
K. W. Farmer, 61 Queens Road, Beckenham, Kent.
- 9.7. M.Th. Coulsdon Model Car Club,  
R. H. Coleman, 10 Hurstview Grange, Pampisford Road,  
South Croydon.
- Reigate M.C.R.C.,  
M. E. Reid, 5 Colebrook Road, Redhill, Surrey.
- Sidcup M.C.C.  
R. Willmott, 3 Walton Road, Sidcup.
- Sydenham M.C.,  
R. Jones, 102 Newbury Road, Bromley, Kent.
- Reed M.E. Club,  
V. Warner, 42 Fernleigh Rise, Ditton, Maidstone, Kent.
- Hollies M.R.C.C.,  
P. Bradley, 107 Culverley Road, S.E.6.
- Catford M.R.C.,  
J. Fiske, 256 Rangefield Road, Bromley.
- Estuary Equipe,  
R. Chapman, 36 Homestead Gardens, Hadleigh, Benfleet,  
Essex.
- Area 10.** Delegate: K. James, 8 Mardy Cres., Castle Road, Caerphilly,  
Glamorgan.
- 10.1. Sat. aft. L.N.D., M.R.C.C.,  
M. C. Williams, Brookfield, Chepstow Road, Langstone,  
Nr. Newport, Mon.
- 10.2. M.W. Cardiff M.C.R.C.  
C. Wakeham, 31 Eclipse Street, Adamsdown, Cardiff.
- Overseas**
- O.I. W. South Auckland S.C.C.,  
T. T. Type, 14 George Street, Mamurewa, Auckland,  
New Zealand.
- O.2. Heretunga Slot C.R.C.,  
I. C. Galbraith, P.O.Box 433, Hastings, New Zealand, 1.

**E.C.R.A., 28 BOLTON STREET, PICCADILLY, LONDON W.1.  
CLUB AFFILIATION FORM**

CLUB NAME ..... OF AREA NO:.....

CLUB ADDRESS .....

SECRETARY'S NAME & ADDRESS .....

SECRETARY'S 'PHONE NO:.....

We meet on ..... night at ..... p.m.

AFFILIATION FEE £1 10s. 0d.

..... of our members (18 & over) require full  
E.C.R.A. membership at 5/- each (please  
enclose list of names and addresses)  
(Does not apply to overseas clubs).

..... of our junior (14-18 years) require E.C.R.A.  
Associate membership at 1/- each (please  
enclose list of names and addresses)  
(Does not apply to overseas clubs).

Total: \_\_\_\_\_

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CUT HERE

N.B. Only Full or Associate E.C.R.A. members may participate in E.C.R.A.  
sponsored meetings.  
Please return form and remittance to Member Sec.,  
D. Haywood Esq., 4 Rosthwaite, Wellington, Salop.

CUT HERE

**Cheques and postal orders to be made out to E.C.R.A. and crossed.**

**E.C.R.A., 28 BOLTON STREET, PICCADILLY, LONDON W.1.  
INDIVIDUAL MEMBERSHIP**

NAME .....

ADDRESS .....

CLUB (if any) .....

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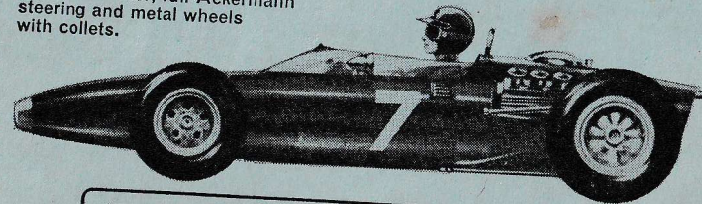
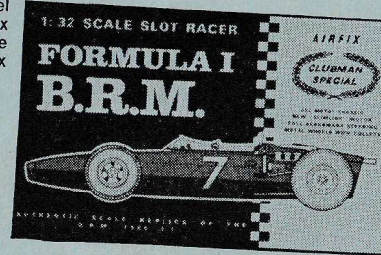
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