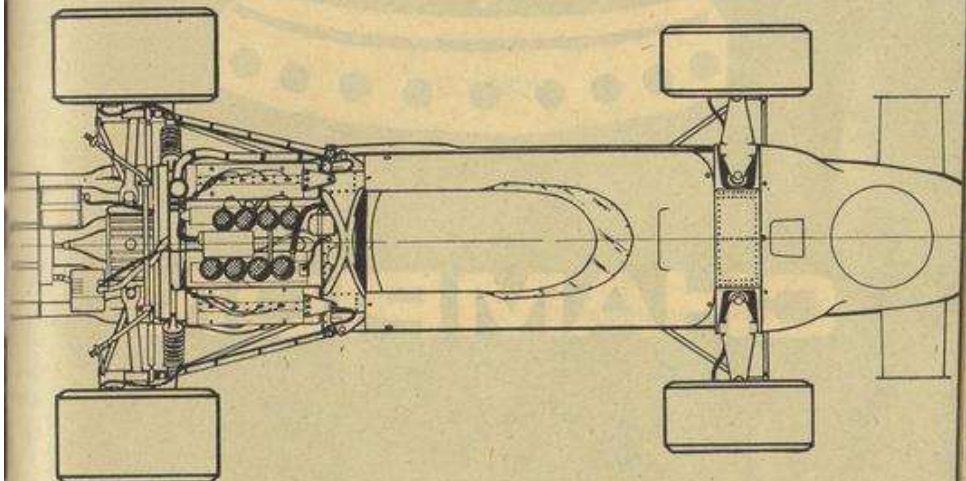
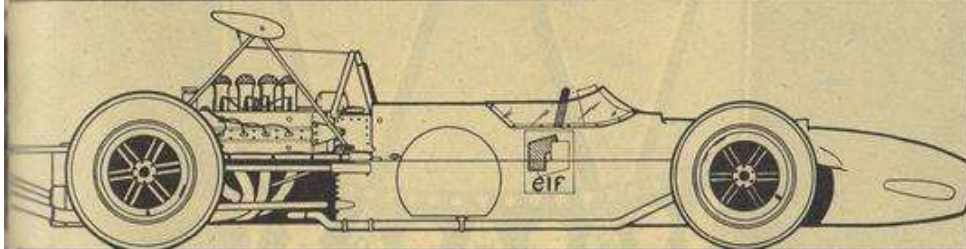


E.C.R.A. 1969 HANDBOOK



Electric Car Racing Association
28 Bolton Street
Piccadilly
London W.1.



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B.I.C.O.,
2 LANCASTER ROAD, W.11

TELEPHONE 01 - 229 - 1601

Electric Car Racing Association

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Sports/G.T.	R. Coleman	Coulsdon
Production Saloon	R. Coleman	Coulsdon
Club Team	Coulsdon M.C.C.	
Constructors	M. Pannett	

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Vice-Chairman	C. S. Whitbread
Hon. Sec.	J. Thin
Hon. Asst. Sec.	T. Pinnock
Hon. Treasurer	M. Brunger
Hon. Membership Sec.	D. Haywards
News Editor	M. Brunger
Public Relations Officer	

Note: At the time of going to press, the posts of Chairman and P.R.O. are vacant.

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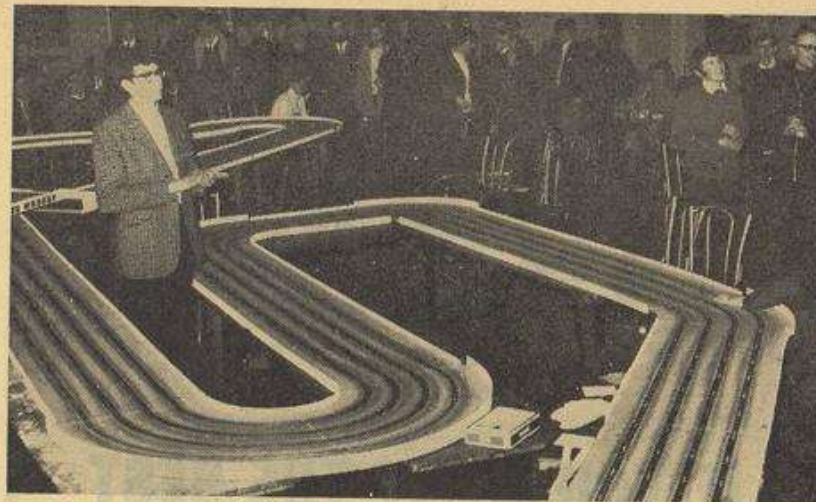
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The track for the 1968 National Finals on which drivers battled to determine 1969's role of honour. The venue was Wood Green and those who did become Champions can be seen on page 26.

ELECTRIC CAR RACING ASSOCIATION

E.C.R.A. was formed many years ago with the task of providing basic rules and principles so that its members could race anywhere in the country on equal terms. It has, without any doubt, achieved this object magnificently. In fact, many other countries have adopted its rules, and this is a tribute to its aims.

In those early days the rules were few, but as the hobby or sport became more sophisticated more rules were necessary to cope with it. It is a fact that some people take a certain pleasure in finding loop-holes, thereby making even more detailed rules necessary. Fortunately for us members, however, the officials are all enthusiastic model racers and can see as far through a stone wall as the "clever ones". The officials, however, are only human and they must rely on you, the members, for help and advice. You are just as much an integral part of E.C.R.A. as any official.

Your first contact is your club secretary. If he cannot help there is your Area Delegate, whose name and address you will find in the section dealing with areas and clubs. As your delegate is a member of the Council, in effect, the Board of Directors, he can take your problem straight to the top.

Going further still, there is the Management Committee, dealing with the day to day running of the organisation, and the Competitions Committee, dealing with matters referring to cars, tracks and such things. Both these Committees are approachable through their respective members.

You can also contact any official direct and he will do his best to help. Please remember that he is just an ordinary chap like yourself, so phone at normally reasonable hours - if you write, enclose a stamped addressed envelope, and please don't grumble if you don't get a reply by return.

He does have other things to do, like everyone else.

The workings of E.C.R.A. are set out in great detail in the Constitution and every club should have one. Reference to its pages will settle many problems of procedure and administration on the spot. Copies of this important and lengthy document can be obtained at the bare cost of printing -5/- - from the Secretary.

Occasionally folk are heard to say - 'E.C.R.A. has made such a rule'. Now E.C.R.A. does not, of itself, make rules. You, and you only, do that. Every new rule or proposition made by the Committees has to be approved by the Council - your delegates. If you or your club don't make your views known to him he cannot vote according to them and the fault rests squarely on your shoulders. Rules can also be made at the A.G.M. and by a postal vote. If you don't attend the A.G.M. or return postal votes, the fault is again solely yours.

All the officials and Committees have one basic desire - to work for the good of the sport as a whole. Use them properly and we shall all benefit.

E.C.R.A. needs the financial support of your membership fee to stand on its own feet - it deserves your practical support to make it powerful enough to carry out the wishes of the majority and for what it has already done for you.

Please do one tangible thing this year - persuade one other enthusiast to join E.C.R.A. and give us the strength to improve this grand sport of ours.

Vice-Chairman:	C. S. Whitbread, 43 Oaklands Ave, Birmingham Postal District 17 (021 427 0899).
Secretary:	J. Thin, 107 Penrhyn Road, Far Cotton, Northampton.
Treasurer & News Editor:	M. C. Brunger, 31 Heol e Roesty, Pengoed, Bridgend, Glam.
Membership Sec.:	D. Haywood, 38 Carisbrooke Road, Southport.
Competition Sec.:	L. A. Cranshaw, Burton, Sandham Grove, Heswall, Wirral, L60 1XP (Heswall 1784).

MARSHALLING

'Put it in the . . . slot'

The driver's way of showing his disapproval of a slow marshal. But is it the marshal's fault? The driver can make his car much easier to marshal.

Have a self aligning guide on your car, by spring loading or elastic band, to return it to the neutral position. Saves at least two seconds everytime your guide gets twisted back to front.

Make sure your lane sticker can be clearly seen and it is on the front of the car, putting the sticker on the roof means it may be obscured by the marshal's hand when he picks it up. If you have a stripe on the front of the car, cover it with the lane colour, so there can be no confusion. Also put a sticker under the car so if your car overturns the colour will be seen immediately.

Now you have done all this you may feel you can shout at the marshal. Go ahead, but you will get a far better service by a quiet call, and a 'thank you' afterwards is far better received.

The marshal can make his own life easier in this way. Define your area of marshalling to the next marshal; it is exasperating to a driver for two marshals to go for a car and then both leave it.

Don't have a loose coat, tie or controller round your neck. Do watch your corner and try to replace the 'nerfed' car first. This is probably the hardest thing to do. Do look at the lane sticker before replacing the car, better to make sure instead of putting it on the wrong lane and getting it wrecked.

Clubs may ask a visitor to marshal, but he is not as familiar with your track as you are, so are your lanes really well colour coded? I was at a track recently where it was difficult at a glance to tell the difference between green and blue.

Spectators can also help by not talking to a marshal until after the race is finished. A final word to drivers, if you try to overtake on the outside of a bend you will probably find yourself deslotted - your own fault. If you don't make any faults you won't need a marshal and if you don't need a marshal he does not get yelled at.

Take a spare controller - and a screwdriver for that gear that you thought might come loose - to the driving position. It avoids you shouting to your clubmate, and in doing so cause the driver next to you to come off and start shouting at the marshal, which is where we came in.

Don't forget it's probably your own fault when you need a marshal, so put yourself in his shoes, and vice versa, and let's hope for a sharp decrease in frayed tempers.

CLUB REFINEMENTS

How many of you good stalwart Club Members can remember your first visit to a Model Car Club? Did you tentatively stick your head round the door and slide in when no-one was looking, or did you boldly knock for admittance? Did those busily engaged in oiling, cleaning or repairing cars give you one glance and then resume their activities? Did you wander aimlessly round for a short while and then leave, feeling that there was no place for you there? Alas, this is what so often happens when a keen prospective new member comes to find out what it's all about.

If you want new members in your Club - and I mean members who will stay and be an asset - here are a few tips. Don't always assume that someone else will welcome a new face - it only requires an exchange of names and an introduction to your Secretary. Don't look at his face and decide that you don't like him. Remember, you can't tell a book by the cover - he may well be the electronics expert, carpenter or wizard at organisation that you have been without for so long.

Make your Club Room as comfortable as possible. This can be an asset not only in acquiring new members but also in bringing in the competitors for your various open meetings. Adequate seating facilities should be available and, if you are limited for space, old cinema seats can be obtained at a very small cost and have the advantage of taking up very little room when not in use.

A small tea-bar is also a great asset to any Club. A break for a 'cuppa' during your Club racing can ease the 'anti-marshal' tension and give members a chance to get to know each other. Moreover, the tea-bar can be a source of income to the frequently dwindling finances of

most Clubs – a steady profit can be made from the sale of tea and coffee, and if you are lucky enough to be able to buy Crisps, Chocolate Biscuits, etc., at near wholesale prices, this will boost your income and make your race nights much more agreeable. As for staffing your tea-bar, wives and girl friends may be happy to oblige here – failing this, a rota system could be introduced so that all members get a fair share of the chores.

Keep your Club Room as clean as possible. Have a good supply of waste bins readily available for rubbish and, say, once a month, at the beginning or end of Club racing, have a general tidy up with all Club members participating. The whole job can be done in a very short space of time if everyone co-operates.

There are many more ways of promoting more enjoyable Club membership – i.e. organised visits to full size race meetings, film shows, or even an Annual Dinner, but these will depend upon the ingenuity of your Club Secretary or P.R.O.

In the meantime – good luck to you all and many happy Club Meetings.

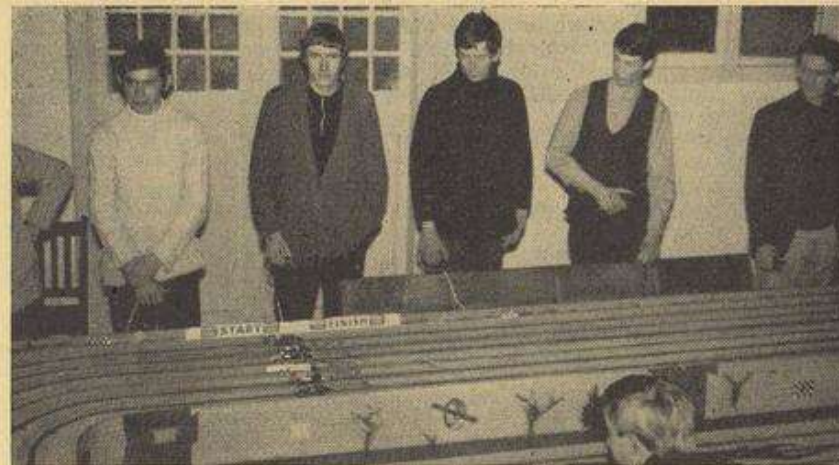
RULES AND RACING

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 organisers of Open Meetings and other events also apply these rules, drawing attention on their Entry Form to any deviations. For instance, if two drivers are permitted in any class or Classes, the entry form could state: E.C.R.A. Rules will apply, except that the two drivers may be with the same car, or with two cars. The rules have been drawn up with these possibilities in mind, and organisers should have little difficulty in phrasing their entry forms to make clear to all competitors precisely what is allowed.

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 3 in. wide on circuits with 3 in. lane centres invariably leads to disaster!



Drivers in a G.P. Final at one of West Ham's 1968 open meetings; events such as this attract many E.C.R.A. drivers and represent a good illustration of not only what enjoyment E.C.R.A. membership can provide but also the pleasure available from the hobby in general.

STANDARDS AND RULES

The following standards and rules incorporate all alterations and amendments approved in A.G.M. Rules made obscure by the previous streamlining have been broken down so that one rule refers to one subject. It is hoped that each one is now clear and decisive.

These rules are to remain unaltered for 12 months from 1st January, 1969.

RACING CLASSES

These classes are designed to enable organisers of Open and similar meetings to easily identify the cars permitted to race. Any classes which differ should be fully described in the Supplementary Regulations for the particular event.

The use of the following classes is mandatory in Area meetings and all meetings leading up to and including the British National Championships.

G.P.

Class 1 Any single seater racing car, the full size prototype of which has raced in Formula 1, 2, 3 or Formula Junior events in full size racing after the 1st January, 1961.

Class 2 Any single seater racing car which has raced prior to the 1st January, 1961, any 2 seater racing cars expressly designed as G.P. cars (i.e. – sports and touring cars modified to race in a G.P. are not included) and all Indianapolis cars whenever raced.

SPORTS

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

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

G.T.

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 8 ft. 4 in.

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 8 ft. 4 in.

PRODUCTION SALOON

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

Note 1 There is no restriction on the number of motors which may be used.

Note 2 There is no restriction on the type of drive that may be used or which wheel or wheels may be driven.

Note 3 Closed cars mean cars with hard tops or cars where the roof is an integral part of the body. Cars the full size prototypes of which have soft or fabric tops which can be folded down are not accepted as G.T. or Production Saloons.

TRACK STANDARDS

1. The slot dimensions must be a minimum of $\frac{1}{8}$ inch and a maximum of $\frac{3}{16}$ in. wide and there must be one point on each lane where the depth of the slot does not exceed $\frac{3}{16}$ in. The remainder of the slot may be open bottomed.
2. The contact surfaces on each side of the slot must not be less than $\frac{1}{8}$ in. or more than $\frac{1}{4}$ in. in width (metal sprayed track excepted) and at all points on the track there must be pickup 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 equipment without additional fittings to the cars being necessary.
5. Track voltage must not exceed 16 volts D.C. off load nor drop below 12 volts D.C. when each lane is drawing 4 amps per lane.
6. It is the responsibility of all clubs to ensure the minimum A.C. 'ripple' in the power supply at the track and to insert a 12 volt battery of at least 30 amp capacity in the circuit.
7. Tracks must be wired for dynamic braking.
8. No personal external power supplies intended to enhance the performance, or improve the braking, 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 install it on the right hand side in the direction of travel so that the centre of the tape is $\frac{1}{2}$ in. from the centre of the slot.

11. For 24th scale racing the distance between lane centres must not be less than $3\frac{1}{2}$ in.

NOTE

The 'Camslot' Method of testing track voltage. Equipment needed:— One voltmeter capable of registering at least 16 volts D.C. and as many 12 volt, 48 watt car bulbs as there are lanes except where there is a separate power supply to each lane, when one bulb only will be required. Procedure:— Short cut the 'L' to 'N' (i.e. the two smallest holes in the sockets) sockets of all the controller sockets.

- (a) Off load. Connect the voltmeter across the two tapes of each lane in turn to check if more than 16 volts is present.
- (b) On load. Connect one bulb across the two tapes of each lane. All bulbs should light up. Check voltage again whilst bulbs are lit to check if voltage is less than 12.

CAR STANDARDS - 32nd Scale

1. All models to be built to 1/32nd scale of a full size prototype with a tolerance of plus or minus $\frac{1}{16}$ in. in track and wheelbase. Bodies must also be within reasonable limits and a reasonable representation of the prototype. The onus of proof of dimensions rests with the competitor. The manufacturers' quoted dimensions with commercial kits are accepted as correct.
2. The overall diameter of wheels (including tyres) must be to scale with a tolerance of plus or minus $\frac{1}{8}$ in.
3. The maximum permitted tyre tread width (tyre on track) is $\frac{1}{2}$ in., providing that:—
 - (a) track dimensions are as stated in Para 1 above.
 - (b) tyres do not protrude outside the enveloping body, wings, mudguards or flares.
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 pick-up 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 part of the guide in the slot project, at any point, more than 1 in. forward or rearward of a straight line drawn between the centres of the front wheels.
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 the prototype.
9. All cars must start a race with a driver securely fixed and the driver shall consist of a minimum of head, shoulders, arms and the top segment of the steering wheel joining the hands. None of these items can be merely painted on.
10. All cars must be suppressed against TV interference.
11. It is recommended that cars should carry visible major appendages such as full steering wheels, mirrors, exhaust pipes, identity badges, etc.
12. Clear plastic bodies must be painted.
- 13A. In Class 1 cars (i.e. F.1., etc.) the maximum permitted overall width of the chassis and/or body is $1\frac{1}{4}$ in. This limitation does not apply to scale engine and exhaust detail as found on the prototype.

- 13B. No part of the motor or gears shall protrude outside the normal confines of a scale body of the prototype or such representation of the engine detail as is visible, unmutated and/or undistorted (subject to the maximum overall body width rule), nor shall any part of the motor or gears be visible outside the body or engine detail when viewed from above.
14. In Classes 3 to 7 inclusive the interior must be completely covered so that no portion of the chassis or motor is visible when viewed from above or through the screens or windows.
15. In Classes 3-7 inclusive flares fit the complete opening of the wheel arches.

CAR STANDARDS - 24th Scale

1. All models to be built to 1/24th or 1/25th of a full-size prototype with a tolerance of plus or minus 3/32 in. in track and wheelbase on 1/24th dimensions. The manufacturers' quoted dimensions with commercial kits are accepted as correct.
2. The overall diameter of wheels (including tyres) must be to scale with a tolerance of plus or minus 1/8 in.
3. The maximum permitted tyre tread width (tyre on track) is 5/8 in., providing that:-
 - (a) track dimensions are as stated in Para. 1 above.
 - (b) tyres do not protrude outside the enveloping body, wings, mudguards or flares.
4. No car to exceed a maximum overall width of 3 1/2 in.
5. No projections downwards, capable of guiding the car, other than the steering guide and pick-ups are permitted.
6. Maximum length of guide in the slot, measured extreme front to extreme rear, must not exceed 1 in., nor must the part of the guide in the slot project, at any point, more than 1 1/2 in. forward or rearward of a straight line drawn between the centres of the front wheels.
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 the prototype.
9. All cars must start a race with a driver securely fixed and the 'driver' shall consist of a minimum of a head, shoulders, arms and steering wheel.
10. All cars must be suppressed against TV interference.
11. It is recommended that cars should carry visible major appendages such as mirrors, exhaust pipes, identity badges, etc.
12. Clear plastic bodies must be painted.
13. Neither the motor nor the chassis must be visible through the cockpit when viewed from above.

NOTE

In both scales the use of tyre dressing or 'goops' containing methyl salicyl (oil or wintergreen) or the use of silicone tyres is expressly forbidden.

COMPETITION RULES

1. The Association shall each year organise a meetings or meetings to decide the National British Championships in 32nd scale for:-
 - (a) Individual Grand Prix (Class 1).
 - (b) Individual Sports/G.T. (Classes 3, 4, 5 and 6).
 - (c) Individual Production Saloon (Class 7).
 - (d) Club Teams (Classes 3, 4, 5 and 6).
 (These events are the responsibility of the Management Committee).
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 meetings amongst its constituent clubs and members to decide the contestants and shall inform all interested parties of such arrangements.
3. The tracks for all events leading up to the National British Championship must have a minimum of 4 lanes and be not less than 50 feet to the lap, marked out in sections of 1/10th or less.
4. The organisers shall appoint a Clerk of the Course, three Stewards - at least two of whom shall be visitors - and sufficient Scrutineers and 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. If, at the first corner, all cars or all but one car are de-slotted the Clerk of the Course will stop the race and permit ONE re-start only. Any question rising out of the general running of the meeting shall be referred to the Clerk of the Course, whose decision shall be final.
6. An aggrieved competitor has a right of appeal to a committee consisting of the Clerk of the Course and the Stewards. Should he not be satisfied with their findings he may refer the question at issue to the Competitions Committee for a ruling.
7. All cars competing in the National British Finals meetings shall be scrutineered before competing and if they do not comply with the car standards shall be excluded.
8. In Area Events all cars qualifying for Semi-Finals, Sub-Finals and Finals shall be scrutineered before those events are run.
9. Any car not complying with the car standards shall be excluded and shall take no further part in the meeting. The next fastest car shall move up in the list of qualifiers.
10. A car or chassis that has been raced in one class may not be raced in another class or raced by another driver.
11. Proxy driving is not permitted.
12. Before practice starts the organisers shall allocate adequate practice time to all competitors and shall notify competitors of their lane or lanes.
13. Drivers may drive their cars to the Starting Grid.
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 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 shall be checked and if, on the re-run, all cars do not leave the Grid those car/s shall be presumed faulty and the race shall continue.
16. 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 cars shall go forward to the next stage.

17. Finals, Semi-Finals or Sub-Finals may be run over a fixed period of time or over a fixed number of laps.
18. A Sub-Final shall be between the fastest competitors not qualifying for the Final.
19. In Finals, Semi-Finals and Sub-Finals the fastest driver has first choice of lane, the second fastest the second choice, and so on until all lanes are full.
20. In Area meetings the organisers shall arrange for sufficient heats and Semi-Finals (or Sub-Finals) to be held to enable at least the first six competitors to gain championship points.
21. Each team shall consist of five drivers and two cars. Team Event shall be a minimum of 2 hours in 4 segments of 30 mins. each on four lanes. Further details will be issued to all clubs.
22. Winners will be the team covering the greatest aggregate distance.
23. Ties to be decided by the distance covered in the segments starting with segment 1.
24. Supplementary Regulations and entry forms shall specify the classes to be raced, any special rules and any variations of these Competition Rules. If no variation is specified these rules shall apply.
25. Supplementary Regulations must state whether home club drivers are permitted to race.
26. Entries received after the official closing date shall not be accepted.
27. Drivers must book practice with the Clerk of the Course or his deputy for the time being.
28. A driver qualifying for a Final, Semi-Final or Sub-Final with more than one car may elect to drive any one of them. The other or others are then withdrawn.
29. Any person who has raced for one club in any event leading up to the Team Championship cannot race for another club in the team event during the same year or season.

CONSTRUCTORS' CHAMPIONSHIP

The various aspects of a model considered by the Judges and the maximum points awarded are shown 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 - wheelbase, track, O/A length, width and height (2 marks each)	...	...	10
3. Chassis construction	...	...	20
4. Body construction	...	...	20
5. Body detail	...	...	20
6. Wheel detail	...	...	5
7. Driver detail	...	...	5
8. Finish	...	...	10
9. Ingenuity and presentation	...	...	5

Winning cars must complete one continuous lap under their own power.

More points are awarded for hand-made items than for commercially obtainable parts whether modified or not.

All members are entitled to one free entry.

Any car winning an award cannot again be entered in subsequent National Championships.

NATIONAL REGISTER OF AFFILIATED CLUBS AS AT 31st DECEMBER, 1968

Club numbers are not shown, to avoid confusion. Some space has been left where possible for additional affiliated clubs to be inserted as they are listed in the monthly ECRA NEWSLETTER.

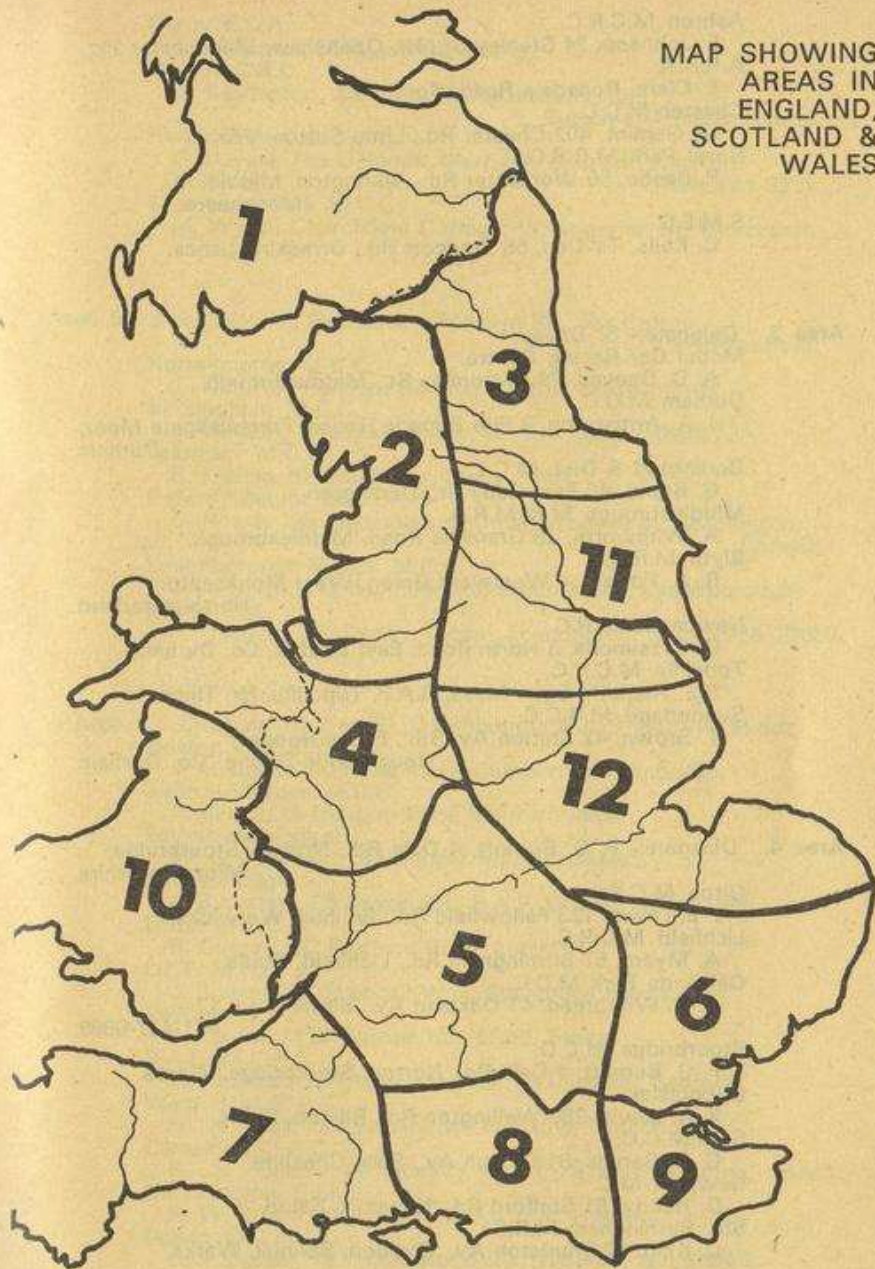
Please note that the Secretary's address as given will not normally be the circuit address and intending visitors should make the necessary enquiries.

NOTE: Due to the re-distribution of areas the clubs shown in Areas 3 and 11 should be regarded as provisional. Amendments to these and other affected areas will be published in the National Newsletter.

Area 1. Delegate:- P. Ratcliffe, 42 Thompson Drive, Bearsden, Glasgow 041-942-0108.
Edinburgh M.C.R.C.
A. Keech, 5 Eltringham Gdns., Edinburgh 11.
Ecurie Forres.
W. Hossack, 1 Fleurs Av., Forres, Morayshire.
Clyde M.C.C.
F. Craig, 11 Thornwood Gds., Glasgow, W.1.
Kelvin M.C.C.
I. M. Johnston, 69 Arran Dr., Glasgow, S.W.2.
Hamilton M.C.C.
G. Main, 10 Abbotsford Av., Whitehill, Hamilton.
Esk Valley M.R.C.C.
A. Young, 8 Dundas Terr, Gorebridge, Midlothian.

Area 2. Delegate:- L. A. Cranshaw, Burton, Sandham Gr., Heswall, Wirral, L60 1XP (Heswall 1784).
Dog & Gun M.C.R.C.
A. J. Chadwick, The Birches, Delph Top, Ormskirk, Lancs.
Manchester M.C.C.
M. Jones, 20 Newstead Av., Davyhulme, Stretford, Lancs.
Whitehaven M.C.C.
J. D. Laycock, 4 Loop Rd. Sth., Whitehaven, Cumb.
Scuderia Red Rose.
J. R. Howarth, 1 Cloverhall Cres., Belfield, Rochdale.
Aintree M.R.C.C.
L. A. Cranshaw, Burton, Sandham Grove, Heswall, Wirral, L60 1XP.
Bolton M.C.R.C.
C. W. Ainsworth, 84 Gilnow Road, Bolton.

MAP SHOWING
AREAS IN
ENGLAND,
SCOTLAND &
WALES



Ashton M.C.R.C.
E. Johnson, 24 Stanley St., Hr. Openshaw, Manchester 11.
A.R.R.A.
E. Clark, Ronsdale Road, Southport.
Chester M.C.C.
M. Geraint, 402 Chester Rd., Little Sutton, Wirral.
Hazel Park M.C.R.C.
P. Beebe, 50 Worcester Rd., Alkington, Middleton,
Manchester.
S.M.E.C.
C. Kells, Tir-Oen, 55 Prescott Rd., Ormskirk, Lancs.

Area 3. Delegate:- S. Davey,
Model Car Racing Centre.
A. D. Deeves, 29 Bottomley St., Middlesbrough.
Durham M.C.C.
J. A. Armstrong, 3 Fire Brigade House, Framwellgate Moor,
Durham.
Darlington & Dist. M.C.C.
G. Brand, 40 East Raby St., Darlington.
Middlesbrough M.M.M.R.A.
A. Whitworth, 29 Granville Road, Middlesbrough.
Blyth M.R.C.C.
R. A. Porrett, 4 Westward Green, West Monkseaton,
Northumberland.
Newcastle M.R.C.
G. Fitzsimons, 3 North Road, East Boldon, Co. Durham.
Topcliffe M.C.R.C.
Sgt. Asquith, Sgts. Mess, R.A.F. Topcliffe, Nr. Thirsk.
Sunderland M.R.C.C.
T. Brown, 42 Station Av. Sth., Fence Houses,
Houghton-le-Spring, Co. Durham.

Area 4. Delegate:- F. G. Burnett, 4 Dale Rd., Norton, Stourbridge,
Worcestershire.
Olton M.C.C.
I. E. Lewis, 123 Fallowfield Rd., Solihull, Warwicks.
Lichfield M.C.R.C.
A. Myers, 57 Birmingham Rd., Lichfield, Staffs.
Oaklands Park M.C.C.
C. S. Whitbread, 43 Oakland Av., Birmingham 17 -
021-427-0899.
Stourbridge M.C.C.
F. G. Burnett, 4 Dale Rd., Norton, Stourbridge, Worcs.
Gypoolslak.
F. A. Lewis, 280 Wellington Rd., Bilston, Staffs.
Sale M.C.C.
G. D. Barnes, 61 Clough Av., Sale, Cheshire.
Newport M.C.
D. Hendy, 81 Stafford Rd., Newport, Salop.
Sth. Birmingham M.R.C.
C. King, 32 Thurlston Av., Sheldon, Solihull, Warks.

Derby E.C.A.

T. W. Grace, 55 Peach St., Derby.

Elite M.C.R.C.

N. Carrington, Car-Van, 76 Westbourne Rd.,
Sutton-in-Ashfield, Notts.

Hereford M.C.C.

C. Davies, The Uplands, Merryhill, Belmont, Hereford
(Belmont 331).

Sherwood Park M.C.C.

M. Wyatt, Churchfield Cottage, Whitbourne, Nr. Worcester.

Area 5. Delegate:- M. Goddard, 4 Penrhyn Rd., Far Cotton,
Northampton.

Northampton M.C.C.

J. Thin, 107 Penrhyn Rd., Far Cotton, Northampton.

Birmingham M.C.C.

J. Minchin, 18 Jayshaw Av., Gt. Barr, Birmingham 22A.

Leicester M.C.C.

B. Kipling, 52 Southway, Blaby, Leics.

Oxford Meteor M.C.C.

C. Hoare, 128 Chillingworth Cres., Woodform, Headington,
Oxford.

Loughborough & Dist. M.C.C.

J. A. Hales, 110 Balmoral Rd., Mountsorrel, Loughborough.

Ecurie Spa.

T. Tenant, 23 Denby Close, Leamington Spa - 0926 21087.

Area 6. Delegate:-D. Smith, 20 Ashbourne Av., S. Harrow, Middx.

Huxton Hall M.C.C.

D. G. Jones, 10 Fox's Way, Comberton, Cambridge.

Saffron Walden M.R.C.

S. Banks, 15 Hunters Way, Saffron Walden.

Felixstowe Exiles.

W. G. Parkinson, 33 Hanger Rd., Felixstowe.

Ragged Edge.

L. Bywaters, 39 Devon Rd., R.A.F. Wyton, Huntingdon.

Ecron M.R.C.C.

R. Diggins, 62 Portland Road, Luton.

I.C.T. M.R.C.

J. Bullen, 284 Shephall Way, Stevenage, Herts.

Taverners.

J. Thomas, 134 Gordon Rd., Ilford, Essex.

R.A.E. M.C.R.C.

P. Taphouse, 6 Charnwood Av., Goldington, Bedford.

West Ham M.R.C.

M. W. Wall, 172 Balaam St., Plaistow, London E.13.

Camslot 132 R.C.

H. S. Gotch, 44 Audley Road, Saffron Walden, Essex.

Nth. London, S.M.E.

R. W. Smith, 20 Ashbourne Av., Sth. Harrow.

Deben M.C.R.C.

P. S. Brown, 18 Collingwood Rd., Woodbridge, Suffolk.

Westlands M.C.C.

A. P. Rigby, 388 Allenby Rd., Southall, Middx.

Thirties Club of M.S.

K. G. Halsey, 20 Inderwick Rd., Hornsey, London N.8.

Vauxhall Motors Recreation Club.

R. Humphries, Route 3734, Vauxhall Motors Ltd.,
Kimpton Rd., Luton.

The Chequered Flag M.C.R.C.

D. Chapman, 14 Peachy Lane, Cowley, Nr. Uxbridge.

Area 7. Delegate:- J. Shaw, 8 Orchard Rise, Alveston, Nr. Bristol.
Taunton M.S.C.C.

M. Lewis, 66 Manor Orchard, Taunton.

Brands 32.

S. Tanner, 17A Elmdale Rd., Bristol 8.

R.A.F. Lyneham M.C.R.C.

J. W. Pickford, 86 A.1.M.Q., Compton Bassett, Calne, Wilts.

Christchurch M.R.C.C.

A. C. Tubb, 111 Burton Road, Christchurch.

Weston M.C.R.C.

P. Calvert, 46 Worlebury Hill Rd., Weston-super-Mare.

Bristol 450 M.R.C.C.

C. R. Ealding, 33 Cotham Vale, Redland, Bristol 8.

Area 8. Delegate:-J. Benn, 75 Whetstone Rd., Cove, Farnborough,
Hants.

Surbiton Town M.R.C.C.

A. Hammocks, 46 Aston Rd., Raynes Park, London S.W.20.

Nordic.

P. Beeson, 17 Windsor Rd., Southall, Middx.

Uxbridge S.C.C.

R. Shelvey, 18A Station Parade, Denham, Bucks.

Hampton Court M.C.C.

M. Pannett, 9 Gloucester Rd., Twickenham.

Goodwood.

N. Broadbridge, 159 Oving Rd., Chichester.

Brooklands M.R.C.

R. Burns, Little Cleves, Cleves Wood, Oatlands, Weybridge,
Surrey.

Littlehampton.

R. Finlay, 60B Norfolk Rd., Littlehampton.

Roedale (Brighton) M.C.R.C.

C. H. Church, 174 Hollingdean Terr, Brighton BN1 7HE.

Haydon M.R.C.C.

J. S. Jensen, 10 Pennings Av., Rydes Hill, Guildford.

Area 9. Delegate:-

Melford R.C.

E. Ball, 11 Gairlock Rd., Camberwell, London S.E.5.

Sydenham M.C.R.C.

F. A. Weaver, 59 Girton Rd., Sydenham, London S.E.26.
Timaru.

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

M. J. Short, 21 Prince Andrew Rd., Broadstairs, Kent.
Hornchurch M.R.C.

S. W. Cartwright, 55 Laburnham Walk, Elm Park, Hornchurch,
Essex.

Medway M.A.C.

L. E. Downes, 26 Robson Dr., Hoo, Nr. Rochester, Kent.

Lewisham & Dist.

D. Killick, 206A Trissilian Rd., Brockley, London S.E.4.

Beckenham M.R.C.

K. W. Farmer, 61 Queens Rd., Beckenham, Kent.

Coulsdon M.C.C.

R. H. Coleman, 10 Hurstview Grange, Pampisford Rd.,
Sth. Croydon.

Area 10. Delegate:- M. Street, 21 Allerton St., Grangetown, Cardiff,
Glam.

Cardiff M.C.R.C.

M. Street - address as above

L.N.D. M.R.C.C.

I. Walters, 67 St. Julians Road, Newport, Mon.

Swansea M.M.R.C.

D. J. Hopkins, 28 Mulberry Av., West Cross, Swansea.

Area 11. Delegate:- G. E. Briscoe, 83 Bolton Rd., Bradford 2,
Beverlae.

A. Maulson, 1 Scrubwood Lane, Molescroft, Beverley.

Wakefield R.S.C.C.M.

D. R. Scatchard, 7 Ennerdale Rd., Dewsbury.

Bradford M.R.C.C.

J. Stewart, 16 Fagley Cres., Fagley, Bradford 2.

West Yorks. M.R.C.C.

A. C. Keeling, Grange Nurseries, Westgate Hill, Nr. Bradford.

Leeds & Dist. M.R.C.C.

D. G. Thomas, 1 Lytham Grove, Leeds 12.

S.M.C.C.

M. G. Nash, 35 Anzio Cres., Burton Rd., Lincoln.

Area 12. Delegate:-

Presto Park M.C.C.

A. Coe, 7 Amhurst Rd., Ladysmith Rd., Norwich.

Overseas: 75 Aircraft Workshop R.E.M.E. M.C.R.C.

R. Scott, c/o G.P.O. Kluang, Johore, Malaysia.

Sth. Auckland S.C.C.

T. T. Type, 14 George St., Mamurewa, Auckland, N.Z.

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: 10/-; Associates: 5/-; Clubs: 03/- and 5/- per member and 1/- per junior and associate.

The Association is governed by a Council consisting of the Chairman, Secretary, the Treasurer and delegates elected annually from each of the 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 June 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.
- (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.

An E.C.R.A. stronghold is Oaklands Park Model Car Club; this very attractive club has an exciting circuit, a refreshments room with easy chairs, and an aerial race controller's box which gives a good view of the track. Incidentally, this is the Vice Chairman's home ground!



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Sports	J. Ramsdale
Constructors	R. Parker
Team	Ashton-under-Lyne.

2nd National Finals – 1966

G.P.	G. Tapsell
Sports	L. Hedley
Constructors	M. Pannett
Team	Beckenham M.R.C.

3rd National Finals – 1967

G.P.	G. Ball
Sports	J. Essex
Constructors	R. Parker
Team	Ashton M.C.R.C.

4th National Finals – 1968

G.P.	N. Hinton
Sports	S. Davey
Saloon	S. Broadbridge
Constructors	M. Pannett
Team	Sidcup M.C.C.

5th National Finals – 1969

G.P.	P. Ratcliffe
Sports	R. Coleman
Saloon	R. Coleman
Constructors	M. Pannett
Team	Coulsdon M.C.C.

6th National Finals – 1970

?

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