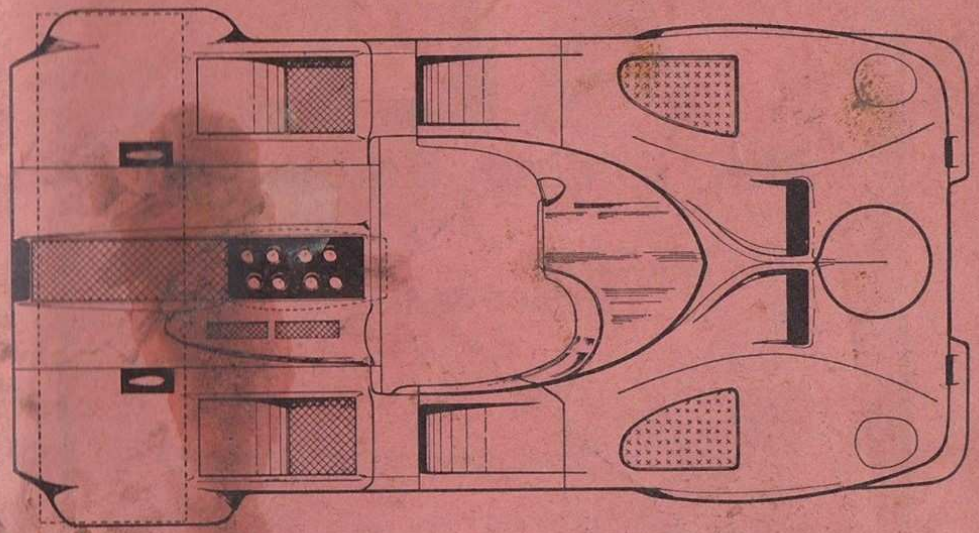
ECRA '70

HANDBOOK



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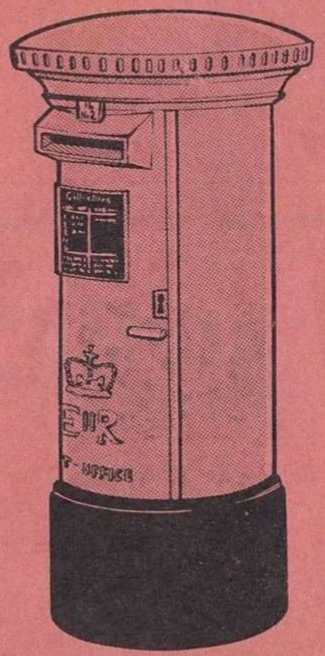

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Production Saloon	I. Jensen (Haydon)
Club Team	Leicester M.C.C.
Constructors	G. Green (A.R.R.A.)
Victor Ludorum Trophy	

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Vice Chairman	
Hon. Secretary	J. Thin
Hon. Asst. Secretary	T. Pinnock
Hon. Treasurer	S. Jensen
Hon. Membership Secretary	D. Hayward
News Editor	L. Garratt
Public Relations Officer	

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Comps Secretary
L. A. Cranshaw

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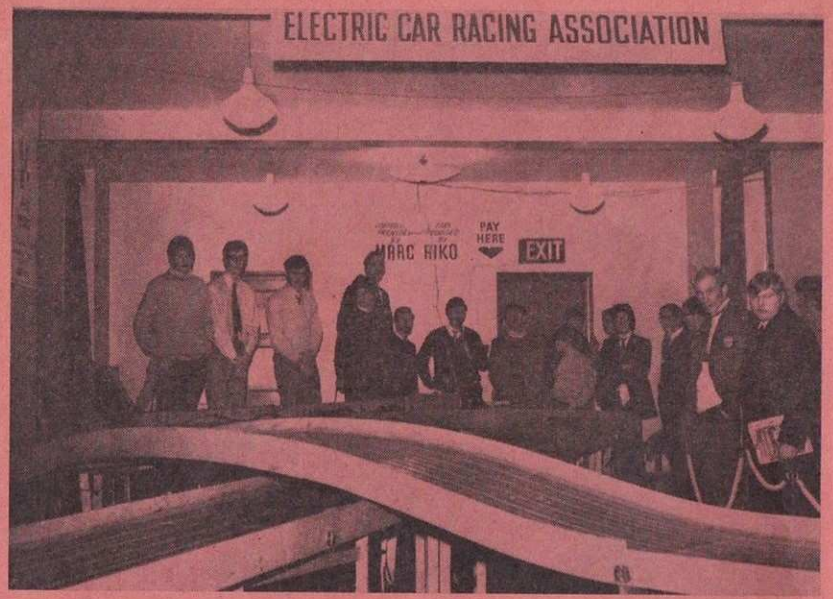


E.C.R.A.'s own Competitions track at the 1970 Model Engineer Exhibition assembled here in one of its various lay-outs for the slot racing side of the Exhibition. Hundreds of the public tried slot racing for the first time here and let's hope that they were suitably enthused with what they found to join the sport.

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 doubt, achieved this object magnificently. In fact, many other countries have adopted its rules, and this is a tribute to its aims.

In those 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 Competition 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 the 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 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:	L. Garratt, 23 Derwent Ave., Woodlesford, Leeds, LS62 8RP.
Membership Secretary:	D. Haywood, 38 Carisbrooke Drive, Southport.
Competition Secretary:	L. A. Cranshaw, Burton, Sandham Grove, Heswall, Wirrall L60 1XP (Heswall 1784).

NOTE: Club Secretaries and Delegates are urged to send news, etc., to the News Editor before the 3rd of each month to ensure inclusion in *Model Cars*.

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 every time 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 out.

Take a spare controller – and a screwdriver for that gear that you thought might come loose – to the driving position. It avoids you shouting at 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.

ORGANISING A MEETING!!

How often is an otherwise enjoyable meeting marred by organisation faults? It is hoped that the following brief notes will form a guide to basic organisation procedure and be of help to those less experienced than others.

Just as a successful club needs a driving force, often the hard-working Secretary, so too does a successful meeting, be it an Area or Open Meeting. The secret of successful management being the delegation of duties, it follows that one person cannot run a meeting efficiently and several key officials are needed to ensure success. In fact, a really successful meeting with good officials runs so easily that organisation is barely noticed.

In order of 'appearance' the necessary officials are:

1. Secretary of the Meeting.
2. Clerk of the Course and a Deputy.
3. Chief Marshal.
4. Scrutineers.
5. Stewards.

Whilst their functions and duties are different, it is possible, and it often happens, for one person to combine duties 1 and 2, but he does not need a Deputy for number 2. The person who can operate from 8 a.m. to 7 p.m. without at least one essential break is difficult to find. What follows is a brief explanation of the respective duties and responsibilities.

Secretary of the Meeting. He is concerned with all the paper work and should:

1. Draft, duplicate and distribute the regulations as agreed by the Club Committee.
2. Receive the entry forms from competitors and enter on entry lists.

3. Make out cards showing each driver's Heat numbers and lane colours and draw out Practice sheets.
4. Draw out result sheets and enter up the drivers in their respective heats.
5. Draw up a Balance Sheet showing the financial results.

Clerk of the Course. This is the official who is responsible for the actual conduct of the racing and what follows applies equally to his Deputy.

1. Supervise practice by entering in the appropriate space on the Practice Sheet each driver's name as he *applies* for practice. The practice sheet will be marked with the starting time of each session and each session will show the lane colours. When a driver applies, his name is entered on the next vacant session for his lane. The drivers are then called up just before the previous session ends. He obtains the race sheet from the Secretary of the Meeting, calls up the appropriate drivers, marks the result of each race, and enters the qualifying drivers in the appropriate final, etc.
   Before racing starts, he checks with the Chief Marshal that all points are covered. If, during the racing he sees a point unmarshalled, he calls on the C.M. to do the necessary. The official result of each race is his responsibility, as is any decision regarding a re-run.
   He must also make a decision on any protest made by a competitor unless he feels that the protest concerns something outside the organisation and running of the meeting, and should go direct to the Stewards.

Chief Marshal. Is responsible for seeing that all agreed marshalling points are adequately covered, and he –

1. Decides which points must be covered by club members at all times. In this he should reserve one or two members who can marshal anywhere as reliefs.
2. Allocate easier points to visiting clubs and make sure that they have someone on duty all the time.

Scrutineer. This official should be a second club member with a good knowledge of E.C.R.A. Regulations and if possible, a passing knowledge of full-size cars – particularly racing cars.

He should have all the *Model Cars* books of dimensions and any other dimensions he can lay his hands on.

Any protest against his decision as to eligibility of a car or its dimensions must be to the Stewards.

Stewards. These should consist of one Club Member with a really good knowledge of the rules and the sport generally and two knowledgeable members of two visiting clubs.

These three people should if possible, take no part in any arguments and act only on protests received from a competitor or on a request from any official.

They are the ultimate authority *on the day.*

If they consider a matter of sufficient general importance, they can report the matter to the Comps. Secretary for discussion by the Council.

Should a Steward himself be involved in a protest, and feel unable to give an impartial vote, he should ask a member of another visiting club to take his place for that particular protest.

General. If sufficient members are available, it is a good idea to make one person responsible for the track faults which may develop, and another to cover the electrics.

It follows that the officials generally should provide themselves with a copy of the current year's Handbook and any other information they consider relevant to their particular duties. It is a good idea for each official to have a scrap pad and jot down notes of anything which can be improved for next time. At the subsequent inquest doubtful aspects of the organisation can be improved until it reaches a stage when everyone knows his job perfectly, realises the effect of his actions on others and vice versa and meetings run like clockwork with little *apparent* effort.

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 (a 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.

STANDARDS AND RULES

The following standards and rules incorporate all alterations and amendments approved in A.G.M. and operate from 1st January, 1970.

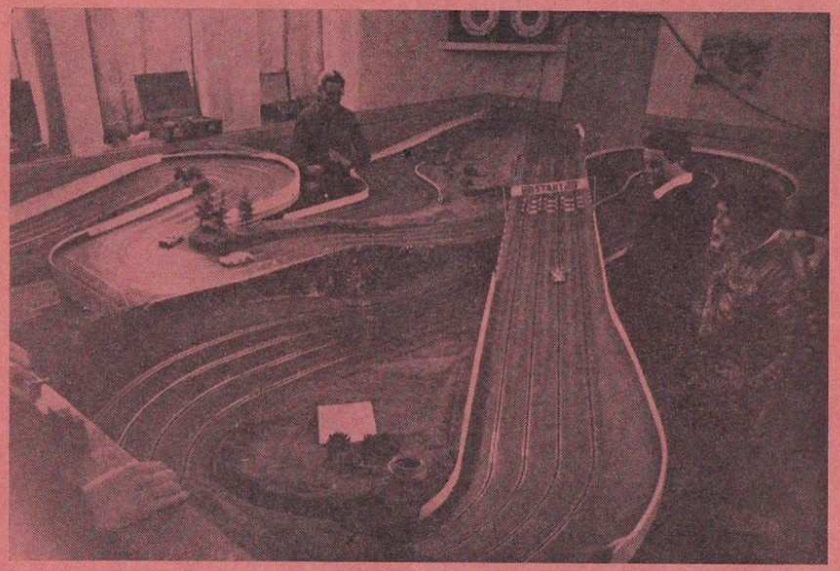
RACING CLASSES – 32nd Scale

The use of the following classes is mandatory at Area Meetings and at all meetings leading up to and including the British National Championships. For Open and other meetings any variation from these classes should be described in the Supplementary Regulations.

Grand Prix

Class 1 Any single seater racing car built to F1, F2, F3, F5000 and F.J. in full scale racing since 1st January, 1961.

Class 2 Any single-seater racing cars expressly designed as G.P. cars (i.e. sports and touring cars modified to race in a Grand Prix are not eligible) and all Indianapolis cars whenever raced.



A fine view of the Edinburgh Model Car Racing Club's very fast 4-lane circuit; just one of a number of attractive places to race in Area 1.

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.

Grand Touring

Class 5 Closed G.T. cars, the full size prototypes of which have 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 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.

Important Notes

Note 1 All Class 1 cars must be in-lines. That means that the motor shaft must be at right angles to the rear axle.

Note 2 Closed cars means 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 but as Sports Cars.

Note 3 There is no restrictions on the type of drive which may be used (other than in Note 1) or which wheel or wheels may be driven.

Track Standards

1. The slot width must be a minimum of $\frac{1}{8}$ in. and a maximum of 3/16 in. and the depth of the slot must not exceed $\frac{1}{4}$ in. When issuing Supplementary Regulations for a meeting, organisers must state the slot depth on their track.
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 tracks excepted) and at all points on the track there must be pick-up contact 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 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

NOTE: To avoid a short, first connect the brake wire to E, hold one of the remaining wires on L and flick N with the other wire. If it sparks, reverse these two wires.

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 $3\frac{3}{4}$ 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.

Cars 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 1/16 in. wheelbase. Bodies must also be within reasonable limites and a reasonable representation of the prototype. The onus of proof of dimensions rests with the competitor. The manufacturers' quoted dimensions in commercial kits are acceptable as correct.
2. At the start of a race the overall diameter of the tyre and wheel must not be less than $\frac{5}{8}$ in. unless the competitor can prove smaller when they must be to scale.

3. The overall width of *all* tyres is as follows :–
   Maximum – $\frac{5}{8}$ in.
   Minimum – 3/16 in.
4. All cars must pass through a gauge 64 mm. wide (i.e. just over $2\frac{1}{2}$ in.). The overall width outside of the tyres must not exceed $2\frac{1}{2}$ in. or protrude outside the enveloping body, wings, mudguards or flares whichever is the less.
5. No projections downwards capable of guiding the car, other than the steering guide and pickups are permitted.
6. The maximum length of the guide blade or flag, measured extreme front to extreme rear, must not exceed $\frac{7}{8}$ in., nor must the extreme front of the guide blade or flag project at any point, more than $1\frac{1}{4}$ 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 as 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 T.V. 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 realistically painted.
13. In Class 1 Cars (i.e. F.1 etc.) the maximum overall width of the chassis, including suspension arms, must not exceed $1\frac{1}{4}$ in. This limitation does not apply to scale engine and exhaust detail as found on the prototype. Suspension parts cannot be filled in with lead or other weights.
14. 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 motor or gears be visible outside the body or engine detail when viewed from above.
15. In Classes 3–7 inclusive the interior must be completely covered so that no part of the chassis or motor is visible when viewed from above or through the windscreen or windows.
16. In Classes 3–7 inclusive, flares must fit the complete opening of the wheel arches.

Car Standards – 24th Scale (A.R.C. Standards)

Classes of Cars All 24th scale cars will be classed by body type as set out below.

Car Classes

Class 1 Single Seater Class. Included in this class are all cars which are models of real cars in the automotive field having no more than one seat.

Class 2 Grand Touring Class. Included in this class are all cars which are models of real cars in the automotive field which are permanently roofed, enclosed wheeled and having no more than two seats.

Class 3 Sports Class. Included in this class are all cars which are models of real cars in the automotive field having open cockpits, enclosed wheels and no more than two seats.

Class 4 Saloon Class. Included in this class are all cars in the auto-

motive field having roofs, enclosed wheels and not less than four seats.

Class 5 Free Formula Class. Included in this class are all models not necessarily being models of real cars and any of the cars included in the single-seater, grand touring, sports and saloon classes.

Car Standards

Bodies

1. Bodies must be near exact replicas of actual cars in the real automotive field.
2. Bodies without transparent windows, windshields or windscreens are prohibited.
3. Bodies must display at least two sets of racing numbers.
4. The body of a car must be securely mounted on its chassis. *Pin mounted bodies are prohibited* unless authorised by the Race Controller.
5. Closed wheel bodies must cover the tread of the front and rear wheels and tyres. *Flaring of the wheel arches is only permitted when backed up by documentary evidence of the real car.*
6. All bodies must have a suitably positioned driver with helmet, shoulders, arms and steering wheel properly painted.
7. The cockpit area must be covered with suitable material (plastic, cardboard, etc.) in all classes so that the chassis and motor cannot be seen through the cockpit area.
8. All bodies must be fully painted and detailed with such items as decals, hardware, striping and rollbar where applicable.
9. Spoilers and diaplanes *are* permitted but *must* conform to the American N.C.C. Rule.

Chassis

10. Chassis assemblies (including gear) which do not clear the track surface by a minimum of 1/16 in. are prohibited.
11. Chassis must be entirely concealed by the body.
12. Weighting materials are permitted if fitted to the car to the satisfaction of the Race Controller.
13. All external power braking systems are prohibited.

Motors

14. All motors must be concealed (top and sides) by the body of the car.
15. Commutator drip wicks are prohibited.
16. Motors which have characteristics likely to cause damage to tracks and their power supplies may be disallowed by the Race Controller.

Axles

17. Axles may not be extended beyond the outside rim of the wheel when viewed from above.

Pick-up

18. One pick-up guide is the only method of guidance afforded any one car.
19. The pick-up guide may not exceed $\frac{7}{8}$ in. in length nor penetrate more than $\frac{1}{4}$ in. into the slot.
20. No part of the pick-up guide may be visible when viewed from on

top of the car except where the body does not extend $1\frac{1}{4}$ in. from the centre line of the front axle, in which case the guide may not extend more than $1\frac{1}{4}$ in. from the centre line of the front axle.

Wheels and Tyres

21. All four tyres must touch and roll on the track, at the same time.
22. The following dimension limits apply to the wheels and tyres fitted to 1:24 scale cars.
    Front – Diameter minimum $\frac{3}{4}$ in., width minimum 3/16 in.
    Rear – Diameter minimum $\frac{3}{4}$ in., width maximum $\frac{3}{4}$ in.
23. Tyre additives are permitted subject to the approval of the Race Controller.
24. All wheels must be centred in the wheel arches.

Car Width

25. Maximum body width of any car must not exceed $3\frac{3}{8}$ in. Maximum to outside edges of wheels $3\frac{1}{8}$ in. for single-seater class.

GENERAL RULES AND REGULATIONS

Set forth below are a number of general rules and regulations covering model car racing in 24th scale.

In all cases where an incident is not covered by a specific rule, *the common sense, fair play rule will apply,* determined by the Race Controller.

Number of Cars

Unless specifically stated otherwise, no contestant may register or drive more than one car during a racing event.

Lane Assignments

Where there has been no other procedure announced, lanes will be allotted by ballot.

Marshals

Marshalling of the circuit is at all times the responsibility of the drivers entered in the event, unless otherwise stated.

Lap Counting

It is the responsibility of each driver to make certain that the brushes on his guide are of the proper length and adjusted properly. In the event of a lap not being recorded on a lap counter due to an improper adjustment of the pick-up brushes, no credit for the lap driven shall be given to the driver. Laps counted incorrectly by another driver's car crossing a given driver's lap strip shall be adjusted by the Race Controller.

Pit Stops

A driver may remove or ask to have his car removed from the track at any time during the race, to make a repair or adjustment to his car. When such repairs are being made, they must:

(a) Be made off the track, and
(b) the race will not be interrupted.
(c) Repairs may only be made during the running time of a race.

Disqualification

The Race Controller may have removed from the circuit for attention, any car that he believes is creating a hazard to other cars or to the

track, which is due to faulty mechanical, electrical or physical condition. The car thus removed may not be replaced on the track to continue racing until such times as the Race Controller is satisfied with the repairs or corrections that have been made.

Drivers

Drivers must obey the Code of Conduct and may incur penalties if the Code is not adhered to.

Stopping a Race

The Race Controller may stop a race at any time if a situation arises whereby, allowing the race to continue, an unfair advantage is created for any of the drivers.

Penalties

At the discretion of the Race Controller, penalties may be imposed on any driver not complying with the General Rules and Regulations. Examples of such are : –

(a) The re-starting of a race where a driver has jumped the start.
(b) The disqualification of a driver for serious and continual disobeying of the rules.

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

COMPETITION RULES

1. The Association shall each year organise a meeting 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 1970 (Class 7)
   1971 (Class 1)
   1972 (Classes 3, 4, 5 & 6)
2. Such Championships shall be contested by two representatives from each Area in categories (a), (b) and (c), plus one extra driver in each category from the six largest areas numberwise as at the preceding 1st June, 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 the Stewards. Should he not be satisfied with their findings he may refer the question at issue to the Competitions Secretary 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 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 organiser 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 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 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.

Presentation at the last E.C.R.A. National Final Championships held in Birmingham. Alastair Aird, G.P. and Sports Champion for 1970, is extreme left with Keith Duckworth (who made the presentations) in the centre and E.C.R.A.'s Chairman, Stan Whitbread at right.

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, nor can an individual driver gain qualifying points for the Championship in more than one Area.

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.

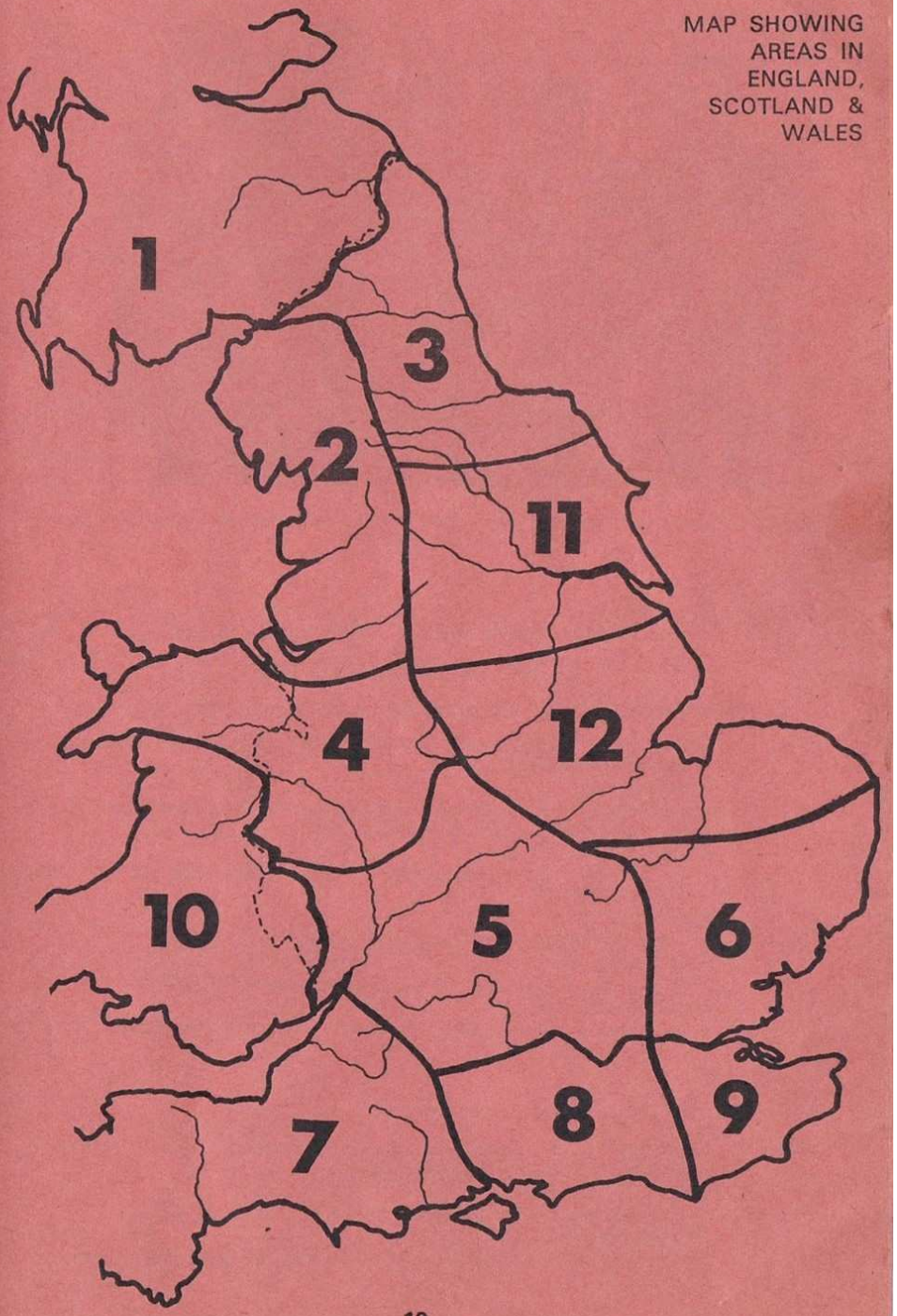
More points are awarded for hand-made items than for commercially obtainable parts whether modified or not.

All members are entitled to one free entry.

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

★ ★ ★ ★ ★

MAP SHOWING AREAS IN ENGLAND, SCOTLAND & WALES



E.C.R.A. Team Champions for 1970 – the victorious Leicester team with their trophies and winning car.

NATIONAL REGISTER OF AFFILIATED CLUBS

AS AT 31st DECEMBER 1969

The addresses shown are those of the Secretary, not the circuit.

Area 1 Delegate – P. Speakman, 26A Dalrymple Crescent, Edinburgh 9 (031-NEW-4370).

Clyde M.C.C.
J. McLaren, 49 Stonelaw Drive, Rutherglen, Glasgow (Home 041-647-6886; Work 041-647-3135).

Edinburgh M.C.R.C.
G. Bilton, 25 Kingsburgh Road, Edinburgh, EH12 6DZ (031-337 3679).

Kelvin M.C.C.
I. M. Johnston, 69 Arran Drive, Glasgow, S.W.2.

Esk Valley M.R.C.C.
A. Young, 8 Dundas Terrace, Gorebridge, Midlothian.

Hamilton M.C.C.
G. Main, 10 Abbotsford Avenue, Whitehill, Hamilton.

Area 2 Delegate – L. A. Cranshaw, Burton, Sandham Grove, Heswall, Wirral, L60 1XP (051-342 1784).

Dog & Gun M.C.R.C.
F. Johnson, 50 Eton Street, Walton, Liverpool, 4.

Whitehaven M.C.C.
J. W. Laycock, 4 Loop Road South, Whitehaven, Cumberland.

Aintree M.R.C.C.
D. Acton, 28 Ronaldsway, Upton, Wirral.

Bolton M.C.R.C.
A. Youd, Silverstone, Stoneygate Lane, Ribchester, Nr. Preston.

Vauxhall M.C.C.
M. Rimmer, 21 Grenville Terrace, Bromborough, Wirral, Cheshire.

Liverpool M.C.C.
D. Spears, 79 Endbutt Lane, Gt. Crosby, Liverpool 23.

Ashton M.C.R.C.
E. Johnson, 24 Stanley Street, Manchester 11, M11 1JN.

A.R.R.A.
E. Clark, 19 Lonsdale Road, Southport, Lancashire.

Chester M.C.C.
M. Geraint, 402 Chester Road, Little Sutton, Wirral.

Hazel Park M.C.R.C.
R. Slack, 20 Princess Road, Wilmslow, Cheshire.

S.M.E.C.
C. Kells, Tir-Oen, 55 Prescott Road, Ormskirk, Lancashire.

Scuderia Red Rose
H. O'Neill, 8 Brunswick Terrace, Stackstead, Nr. Bacup, Lancashire.

Area 3 Delegate – G. Fitzsimons, 21 Epsom Road, Redcar, Teeside.

Newcastle M.C.R.C.
M. Carr, 59 Haydon Place, Denton Burn, Newcastle 5.

Sunderland M.C.R.C.
J. Potter, 2 Beavan Avenue, Ryhope, Nr. Sunderland, Co. Durham.

Middlesbrough M.C.R.C.
D. Atterton, 20 Brinkburn Road, Norton, Teeside.

Blyth M.R.R.C.
A. Porrett, 4 Westward Green, West Monkseaton, Northumberland.

Area 4 Delegate – F. G. Burnett, 4 Dale Road, Norton, Stourbridge, Worcs. (Stourbridge 71849).

Olton M.C.C.
I. E. Lewis, 123 Fallowfield Road, Solihull, Warks.

Lichfield M.C.R.C.
Mrs. N. Hopper, 7 Haple Close, Chaseton, Walsall (Burntwood 4661).

Oaklands Park M.C.C.
C. S. Whitbread, 43 Oaklands Avenue, Birmingham 17 (021-427 0899).

Stourbridge M.C.R.C.
F. G. Burnett, 4 Dale Road, Norton, Stourbridge, Worcs. (Stourbridge 71849).

Gypoolslak
F. A. Lewis, Valeth, 280 Wellington Road, Bilston, Staffs. (Bilston 44-168).

Sale M.C.C.
G. D. Barnes, 61 Clough Avenue, Sale, Cheshire.
Newport M.C.
E. Grice, Northfield, Stafford Road, Newport, Salop. (D. Hendy – Newport 3315).
Sth. Birmingham M.R.C.
C. King, 32 Thurlston Avenue, Sheldon, Solihull, Warks. (021-743 4590).
Derby E.C.A.
T. Grace, 55 Peach Street, Derby.
Hereford M.C.C.
C. Davies, The Uplands, Merryhill, Belmont, Nr. Hereford (Belmont 531).
Sherwood Park M.C.C.
H. G. Wyatt, Puffers, Malvern Road, Powick, Nr. Worcester.
Parkside M.C.
J. Day, 37 Longmoor Road, Sutton Coldfield, Warks.
Smallheath M.C.
K. Phillpot, 65 Mansell Road, Smallheath, Birmingham (021-772 6121).
Rover M.C.R.C.
R. Westwood, 24 Denise Drive, Tila Cross, Birmingham 31.
Elite M.C.R.C.
J. Hoxon, 5 Newcastle Street, Mansfield Woodhouse, Nr. Mansfield, Notts.

Area 5 Delegate – M. Goddard, 22 Wantage Road, Abington, Northampton.
Northampton M.C.C.
J. Thin, 107 Penrhyn Road, Far Cotton, Northampton.
Leicester M.C.C.
B. Kipling, 52 Southway, Blaby, Leicester.
Oxford Meteor M.C.C.
C. Hoare, 128 Chillingworth Crescent, Woodform, Headington, Oxford.
Loughborough M.C.C.
A. G. Shelly, Royce Hall,
Leamington M.C.C.
T. Tennant, 23 Denby Close, Lillington, Leamington Spa (Leamington Spa 0926-21087).

Area 6 Delegate – R. W. Smith, 20 Ashbourne Avenue, South Harrow, Middlesex, HA2 0JS.
Deben M.C.R.C.
J. A. Dobson, 3 Ferry Road, Bawdsey, Suffolk.
Electrolux M.C.C.
W. J. Cavendish, 22 Avenue Grimaldi, Luton.
Hinxton Hall M.C.C.
D. G. Jones, 10 Fox's Way, Comberton, Cambridge.

Nth. London S.M.E.
R. W. Smith, 20 Ashbourne Avenue, South Harrow, Middlesex.
R.A.E. M.C.R.C.
P. Taphouse, 6 Charnwood Avenue, Goldington, Bedford.
Ragged Edge
L. Bywater, 39 Devon Road, R.A.F. Wyton, Huntingdon.
Spikes Folley
R. Diggens, 62 Portland Road, Luton.
Vauxhall Motors Recreation Club
R. Humphries, 47 Torquay Drive, Leagrave, Luton.
The Chequered Flag M.C.R.C.
I. Fisher, 106 Chester Drive, North Harrow, Middlesex.
Westlands M.C.C.
A. P. Rigby, 388 Allenby Road, Southall, Middlesex.

Area 7 Delegate – C. Ealding, 33 Cotham Vale, Redland, Bristol 6.
Bristol 450 M.R.C.C.
R. Bull, 551 Wells Road, Bristol.
Bristol S.C.C.
M. Sullivan, 94 Dove Street, Kingsdown, Bristol.
Bath M.C.R.C.
A. Webb, 2 Eastway, Nailsea, Bristol.
Weston M.R.C.C.
P. Cervi, 20 Little Orchard, Uphill, Weston-Super-Mare, Somerset.
Lyneham M.C.R.C.
J. Pickford, 86 A.M.Q. Compton Bassett, Calne, Wiltshire.
Christchurch M.C.C.
A. Tubb, 111 Burton Road, Christchurch, Hants.
Taunton M.C.R.C.
T. Tawton, 28 Crosswell Close, N. Petherton, Bridgewater, Somerset.

Sub-Area 7A Delegate – P. Lindsay, Oaklands, Cristow, Exeter, Devon.
Exeter M.C.C.
P. Lindsay, Oaklands, Cristow, Exeter, Devon.
Torbay M.R.C.C.
P. Chidgey, Byslades Farm, Totnes Road, Paignton, Devon.

Area 8. Delegate – J. Benn, 75 Whetstone Road, Cove, Farnborough, Hants.
Surbiton M.R.C.C.
A. Hammocks, 46 Aston Road, Raynes Park, London, S.W.20.
Hampton Court M.C.C.
M. Pannett, 9 Gloucester Road, Twickenham, Middlesex.
Goodwood M.C.C.
N. Broadbridge, 159 Oving Road, Chichester.
Roedale (Brighton) M.C.R.C.
C. H. Church, 174 Hollingdean Terrace, Brighton, BN1 7HE.

Haydon M.R.C.C.
J. S. Jensen, 10 Pennings Avenue, Rhydes Hill, Guildford, Surrey.
Yateley M.R.C.C.
I. Anderson, 11 St. Peters Gardens, Yateley, Hants.
F.A.M.E.C.
J. A. Jones, 12 Tichbourd Way, Rowner, Gosport, Hants. PO13 0BL.

Area 9. Delegate – R. L. Jones, 102 Newberry Road, Bromley, Kent.
Medway M.A.C.
L. G. Downer, 26 Robson Drive, Hoo, Nr. Rochester, Kent.
Atina M.C.R.C.
M. J. Short, 21 Prince Andrew Road, Broadstairs, Kent.
Sydenham M.C.R.C.
F. A. Weaver, 59 Girton Road, Sydenham, London, S.E.26.
Coulsdon M.C.C.
C. Derrick, 43 Aviemore Way, Beckenham, Kent.

Area 10. Delegate – M. Street, 21 Allerton Street, Grangetown, Cardiff.
Cardiff M.C.R.C.
M. Street, 21 Allerton Street, Grangetown, Cardiff.
L.W.D. M.R.C.C.
K. Nelson, 22 Woodland Road, Newport, Mon.
St. Athans M.C.C.
J. Cook, 44 Partridge Road, R.A.F. St. Athans, Glam.

Area 11. Delegate – G. E. Briscoe, 83 Bolton Lane, Bradford 2.
Baildon West Yorks M.R.C.C.
K. Williams, The Nook, Wilsdon, Nr. Bradford.
Beaverlac M.C.R.C.
A. Maulson, 1 Scrubwood Lane, Molescroft Beverley, E. Yorkshire.
Linton M.R.C.C.
R. W. Barrett, 10 Dalguise Grove, Hepworth, Nr. York.
Comp. Sec: J. Edison, 10 Deramore Drive, Badger Hill Estate, York YO1 5HS.
Leeds M.R.C.C.
D. Thomas, 198 Pudsey Road, Leeds LS13 4JB.

Area 12. Delegate – M. Bell, Heath Farm, Ridlington, Norfolk NOR 202.
Presto Park M.M.R.C.
B. Courtney, 7 Queens Close, Norwich, Norfolk, NOR 88E (Norwich 51653).

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 particultrly 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. Clubs may affiliate to the Association – and their members will rank as Association members or associates.

Annual subscriptions are: Club Members 10/ ; Clubs: 30/-. Any club affiliating more than 15 members at the beginning of the year is affiliated free and does not pay the 30/-.

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.

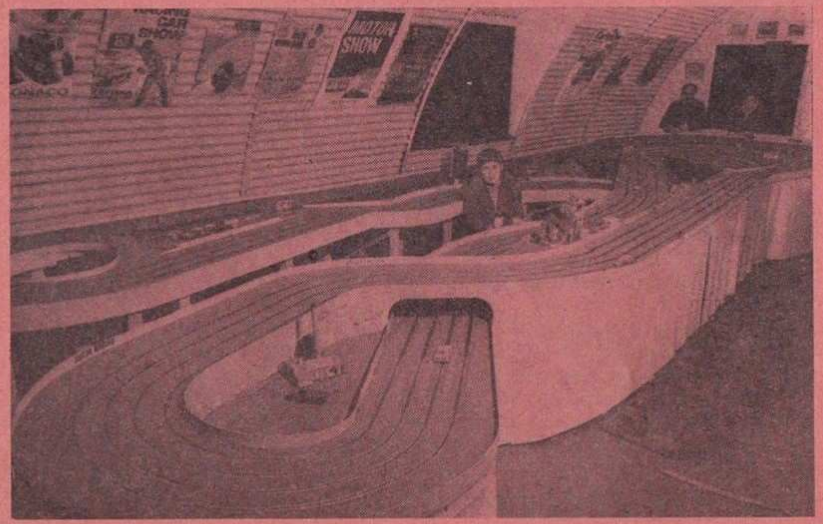
(d) If a complaint is made against a member he must be given an opportunity of stating his case.

Finally, the members in general meeting may 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.

★ ★ ★ ★ ★

A wide-angle view of the Oaklands Park circuit – fast in parts but a real test of driving skill and chassis handling.



CHAMPIONS THROUGH THE YEARS:

E.C.R.A.'s National Champions from 1965

1st National Finals – 1965

G.P.	K. Stokes
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.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 Champions

G.P.	A. Aird
Sports	A. Aird
Saloon	I. Jensen
Constructors	G. Green
Team	Leicester M.C.C.

ELECTRICAL CAR RACING ASSOCIATION

28 Bolton Street, Piccadilly, London, W.1

MEMBERSHIP APPLICATION

SECTION A – CLUBS

Club Name ..... of AREA .....

Club Address.....

Secretary's Name & Address .....

..... Phone .....

We meet on .....nights at .....p.m.

	£ s. d.
Club Affiliation Fee (delete if next item totals 15 or more members)	1 10 0
.....of our members require E.C.R.A. membership at 10/- each (not applicable to overseas Clubs) (The name of each member must be entered on the reverse of this form)	.....
We require..... E.C.R.A. Badges at 3/- each	.....
We require..... E.C.R.A. Car Transfers at 1d. each	.....
Total:	

SECTION B – INDIVIDUAL

Name ..... Club (if any) .....

Address .....

..... Phone .....

	£ s. d.
Membership Fee	1 0 0
I require ..... E.C.R.A. Badge at 3/-	.....
I require ..... E.C.R.A. Car Transfers at 1d. each	.....
Total:	

N.B. Applicants please complete Sections A & C or B & C and send COMPLETE Form with crossed cheque or P.O. made out to 'E.C.R.A.' to Membership Secretary:
D. Haywood, 38 Carisbrooke Drive, Southport, Lancs.

SECTION C

To: **DELEGATE OF AREA**.....

I am pleased to inform you that membership and/or affiliation fees have been received for the following:

CLUB ..... No. of Members.....

Secretary/Individual Member .....

Address .....

and wish/wishes to participate in your Area's activities.

Sincerely, D. HAYWOOD

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The hobby because it embraces such a wide range of miniature car topics from fast, slick slot racing through die cast collecting and radio control racing to plastic kits and breathtaking display models. Whatever your vehicle interest, you'll find enthusiasts with similar ideas.

The magazine because *Model Cars* caters in depth for all types of car modellers and publishes a host of exciting features every month. That's what we do for you. All we ask you to do is

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NEW 1970 RANGE OF A.M.T. CAR KITS

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	NORTH AMERICAN F100 SABRE	...	**8/6**
	ARMSTRONG WHITWORTH WHITLEY...		**17/6**
LINDBERG:	HAWKER HUNTER	1/48th	**14/11**
	Me 262	1/48th	**14/11**
	F-86 SABRE	1/48th	**14/11**
	AVRO VULCAN	1/92nd	**29/11**

SLOT CAR SPECIALISTS

If it's available, we usually have it
Mail order a pleasure, but add postage

AIRFIX	GOSEN	MABUCHI	SCD
AURORA	I.T.C.	G.T.	SCALEXTRIC
BELMONT	I.M.C.	MRRC	CHAMPION
CLASSIC	J.N.T.	PITTMAN	SUPER SHELLS
COX	K's	PYRO	MURA
IMAI	BETTA	RACEWELL	AUTOWORLD
H & M	TAMIYA	REVELL	TAYLORMADE

CATALOGUE

Our catalogue is frequently revised and givss up-to-date details of all available items. Price **1/–**

HOBBY SUPPLIES

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Tel: 01-995 9930

E.C.R.A. members know (and all other top flight slot racers for that matter) that today's winning car is only as good as the parts from which it is prepared. That MUST be the reason why so many of them choose our parts (just a selection is listed below) and find themselves way out ahead. See for yourself.

Precision ground spring steel axles 2¼" long, 2⅛", 2¼" **2/9 each**

Cobra anglewinder gears: 64 pitch, 44 tooth, 45, 46, 47 **4/9 each**

Cobra pinions: 9 tooth, 10, 11 **2/3 each**

Associated Cat. 108. Adjustable mounting plate for 16D sidewinders **2/9**

Associated Cat. 109. Motor mounting plates with back axle location **5/6**

Associated 1⅛" pick up arm with cut out **10/6 each**

Associated 1" wide pick up arm Cat. 04 **5/6 each**

Associated batpans **9/6 per pr.**

Parma Russkit Controllers
These top quality 'Pro' hand controllers from the States are available in 1, 1½, 2, 2½ and 3 ohm ratings – **£8.7.6d.**
Note that these are not micro switch units.

Bodies
All these shells follow the true Lancer tradition of superb clarity and detail; they all come with a fully detailed interior.

1/32nd Scale Super Competition Series
No. 400 Dodge Charger
No. 483 Lola T 162
No. 484 McLaren M8A
No. 488 Porsche 908
No. 491 Marcos Mantis **11/– each**

Like their 1/24th scale counterparts, this series of shells comes complete with fully detailed interior.

Associated lightweight set screw reer tyres ⅞" x 13/16" o.d. per pair **12/6** Cat. 67

Associated low profile set screw fronts ¾" o.d. Cat. 52 per pair **14/6**

Associated Jetflag with braids and wire complete **4/–**

Jetflag moulding only **2/6**

Associated rear axle tube ¼" i.d. 1.1/32" long **1/–**

Model Racing Journal magazine per copy **2/6**

Check our regular advertisements in 'Model Cars' for news of future items; our motors (the best to be had in the world), ready to run top class chassis and Group 20 developments.

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Now the brilliant range of Hi-Speed and Clubman Special cars

All these cars and a complete price list of other accessories are at your normal Airfix stockist.

1/32nd scale 'HI-SPEED' READY-TO-RACE CARS

Porsche	5192	Cooper	5150
Vanwall	5103	Ferrari	5151
Maserati	5104	Lotus	5152
Mini-Cooper	5165	E Type Jaguar	5194
Lotus Cortina	5166	**Price 26/6 each**	
Ferrari 250 LM	5140	Ford Matra	5197
Porsche Carrera 6	5141	BRM	5198
Honda	5142	Ford Sports Prototype	5199
Eagle Weslake	5143	**Price 29/11 each**	

1/32nd scale CAR KITS WITH SLIMLINE MOTOR

BRM Formula 1	8001	Ferrari 250 LM	8003
Aston Martin DB5	8004	Porsche Carrera 6	8005
Honda	8006	Eagle Weslake	8007
Indi-Novi Ferguson	8009	Felday Ford 5	8008
		Price 46/6d each	

1/32 scale CAR KITS WITH 4-WHEEL DRIVE

Mercedes Benz 154	723	Indi-Novi-Ferguson	727
Felday Ford	728	**Price 54/2d each**	

1/32nd scale READY-TO-RACE CARS WITH BALL RACE MOTORS (REAR WHEEL DRIVE)

BRM Formula 1	730	Indi-Novi-Ferguson	726
Aston Martin DB5	732	Ferrari 250 LM	731
Honda	734	Porsche Carrera	733
Felday Ford	736	Eagle Weslake	735
		Price 54/11d each	

1/24 scale READY-TO-RACE CARS

J Type Ford	860	Ferrari 330P	863
Lola T 70	862	Ford Sports G.T.	864
Chaparral 2C	861	**Price 70/6d each**	

AIRFIX MRRC

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