

THE BRITISH SLOT CAR RACING ASSOCIATION

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Chairman, Secretary, Treasurer, Membership Secretary,  
Competition Secretary, "Slot Car Racing" Editor.

## PREFACE

The British Slot Car Racing Association exists to foster slot car racing in Britain. For this purpose a set of rules and principles have been developed to that members can race anywhere in the country on equal terms. The basic rules are also used by many unattached clubs.

The Association organises a series of local area meetings leading to the National Championship event each year. Recently the needs of novice, and indeed all, racers have been better catered for by the introduction of "Group 12" cars providing fast and close racing with improved reliability and reduced cost.

The BSCRA newsmag, "Slot Car Racing", produced every two months, keeps members up to date with the slot-racing scene by publishing race reports, articles, comments and advertising, etc.

The racing rules, although perhaps complex, have been evolved to meet the needs of modern slot-racing by members voting through their Area Delegates at the Council Meetings. The officials of BSCRA are enthusiastic racers, so any matter requiring action between Council Meetings will be decided with the good of the sport in mind. However, the officials rely on you, the members, for help and advice. Your lines of communication within the Association are as follows:

1. Your Club Secretary
2. Your Area Delegate
3. Members of the Management Committee.

Your Area Delegate will be delighted to take any problems or queries on your behalf to Council Meetings. Going further, contact can be made with the Management Committee regarding the day to day organisation of the Association, or the Competition Secretary for decisions regarding technical matters concerning tracks, cars and other rule interpretation problems.

You can contact any official direct, and he will do his best to help or advise. However, please remember to telephone at a reasonable hour or, if you write, to enclose a stamped, addressed envelope for his reply.

The full workings of the Association are set out in the Constitution. Reference to this will solve many problems of procedure and administration on the spot.

If a matter arises that is so urgent that it affects the good of the sport, the Council will take a decision on it. Following any Council decision, one postal vote of the Membership may be taken on that decision in the following year. A postal vote may be prepared by the Council or applied for by the members. In any application for a postal vote the signatories must include their Drivers Permit number or club name.

Any appeal against a decision by the Management Committee must be accompanied by a Protest Fee of £5.00. This fee will be returned if the protest is upheld.

Lastly, the existence of BSCRA is largely responsible for the standardisation of cars and tracks, nationally, and hence the availability of the equipment that you race with. Members can help to continue this state of affairs by persuading other enthusiasts to join the Association.

## ORGANISING A MEETING

A slot-racing meeting is easily marred by bad organisation leading to long delays or unnecessary argument over marshalling, race control or scrutineering, etc.

The officials needed to run an efficient meeting are:

1. Secretary of the meeting
2. Clerk of the course and deputy (race controllers).
3. Chief Marshall
4. Scrutineers
5. Stewards

It is, of course, possible to combine some the above duties but at least two knowledgeable and responsible people are required besides the Stewards.

### Secretary of the Meeting

He is responsible for all the paper work and should:

1. Draft, duplicate and distribute the entry forms and regulations as agreed by the club committee.
2. Receive the entry forms from competitors and enter them on race sheets.
3. Ensure the competitors are informed which races they are in by displaying duplicate race sheets etc. Also ensure lane marker stickers are available.
4. Draw up the results sheets.
5. Draw up a balance sheet showing the financial result.

### Clerk of the Course

This is the "manager" responsible for the conduct of the racing, and what follows applies equally to his deputy. His duties are:

1. To check with the chief marshall that all corners are covered.
2. To obtain practice sheets from the secretary and supervise official practice.
3. To obtain race sheets from the secretary, call up the appropriate drivers, run and record the results of each race and enter the qualifying drivers into subsequent finals etc.
4. To make a decision on any protest made by a competitor unless he feels that the protest should go direct to the stewards.
5. To make a decision regarding the restarting of any race and to be responsible for the official result of each race.

### Chief Marshall

He is responsible for ensuring that all agreed marshalling points are adequately covered at all times, and he decides:

1. Which points must be covered by experienced marshalls, ie: the difficult ones. He should try to reserve one or two home-club members who can marshall anywhere as reserves.
2. Which corners should be covered by visiting clubs and makes sure that one member has the job of seeing that his club's corner is always covered.

### Scrutineer

This official must have a good knowledge of BSCRA Regulations and, if possible, a knowledge of full-size racing cars. His equipment should consist of a BSCRA scrutineering gauge, an accurate scale rule and a list of the wheelbase of as many full-size cars as possible. Any protest against his decision must be made to the Stewards.

### Stewards

These are the ultimate authority on the day. They should consist of one home-club member with a good knowledge of the Rules and the sport generally, and one similar person from each of two visiting clubs - three in all.

They should avoid taking part in arguments and act only on protests from a competitor or by request of an official of the meeting. If they consider a matter of sufficient general importance they can report it to the Competitions Secretary for discussion or decision by the Council.

Should one of the stewards be himself involved in a dispute 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 someone responsible for repairing any faults which may occur with the track or lap recorders.

All officials, particularly the clerk of the course and the scrutineer, should have a current copy of the BSCRA Handbook.

Every official should know his duties and also realise the effect of his actions on the meeting. The meeting should then run without apparent effort.

### Note

Clubs are advised to obtain insurance to cover their liability for injury or damage to persons or property, and against loss or damage to their equipment.

### MARSHALLING

One of the most vital posts to be filled at any slot-race meeting is that of corner marshall. Unfortunately, it is often regarded as being an irksome, thankless chore to be done as little as possible, and fit mainly for the lesser drivers or those with enough conscience to do more than their fair share.

This need not be the case as, if every competitor marshalled the same number of times that he raced, a good deal of delay whilst calling for marshalls would be avoided. Remember, you'll want marshalls whilst you're racing, so be prepared to do your share. A good idea is to marshall immediately after you have raced, so leaving yourself with plenty of time to prepare you car before your next race.

Some tips for marshalls are listed below:

1. Don't wear anything that dangles on the track - there is no need to create more work for yourself than is already provided by the drivers.
2. Try to concentrate on the job in hand. This entails not holding a conversation or eating your lunch, etc.
3. Don't try to replace a de-slotted car if there is a chance that you will knock another car off in the process - your first task is to clear the circuit of debris.
4. Don't guess which lane to put a car back into - if it's not stickered properly, that's the driver's fault and he will thank you in the long run for not putting it in the wrong lane.
5. In the event of a multiple crash, the car causing the pile up is always replaced last.
6. Don't take anything that a driver says to you in the heat of the moment as a personal insult. He probably doesn't mean it - it's just that you are the most convenient person for him to vent his frustrations on.

Whilst there is no excuse for a really bad piece of marshalling, the drivers can help to make the marshall's job a little easier by following these basic tips:

1. Ensure your car is correctly stickered, with the sticker in a clearly visible position - it's not much good placing it on the rear wing as the marshall will have his hand over it when he picks the car up.
2. You will probably know that you've overdone it before the car de-slots, but the marshall won't. If you shout at him you will only succeed in making him lose his concentration at the critical moment your car comes off. Likewise, if the marshall has more than one car in his hands, all your yelling at him is likely to achieve is to make him even more confused, with the result that he will take longer to sort things out, possibly wrong-laning you in the process.
3. If you see a car across you lane, don't try to drive straight through it and then expect the marshall to put you back in the slot in double quick time. You'll save much more time by waiting for the marshall to clear the obstruction and you won't run the risk of wrecking your car or that of the other driver.
4. Finally, try to keep your temper and never, never use bad language, as this does nothing but damage the reputation of our sport. If you do find that you can't help hurling abuse at a marshall, it costs nothing to go and apologise to him after the race which will certainly raise his opinion of you from the depths to which it had dropped.

## RULES OF THE ORGANISATION

The Rules are made by the majority vote of BSCRA members and are primarily intended to cover BSCRA Championships. However, they are generally used for all Open Meetings and other events, so clubs wishing to deviate from them should clearly state any such deviations in their regulations for the event.

### Index

Part 1. Racing Classes	Part 4. National British Championships
Part 2. Track Standards	Part 5. Competition rules
Part 3. Car Standards	Part 6. Driving Permit Regulations

### Note

In preparation for metrication, metric equivalents have been included with the remaining imperial dimensions in the car and track standards. They have been rounded up or down in such a way that, if they become current, all existing legal cars and tracks will remain so. However, at present all metric dimensions in brackets are for guidance only, and cars and tracks must conform to the unbracketed dimensions.

## PART ONE: Racing Classes

### Grand Prix

Class 1: Any Formula One car raced in a World Championship Grand Prix in the current year or any of the previous four years.

### Sports/GT

Class 2: Any 2 seater or 2+2 (occasional seat) sports or sports racing car or any single seat Can-am car built to and raced under FIA or Can-am regulations since 1st January 1966.

### Production Saloon

Class 3: All closed cars, the full-size prototype of which has 4 or more full-size seats, and circuit racing derivatives of such cars. Note: where doubt arises as to whether a car's seats are full-size, the Competitions Secretary will base his decision on the class in which the full-size car is raced.

### Important Notes

- Closed cars means cars where the roof is an integral part of the body or where a hard top is fitted. Cars, the full-size prototypes of which have soft or fabric tops which can be folded down, are regarded as being open.
- Four-seater open cars are not eligible to compete in any BSCRA class set out above.

## PART TWO: Track Standards

Note: metric dimensions in brackets are for guidance only and tracks must conform to the unbracketed dimensions.

- The slot width must be a minimum of 1/8" (3mm) and a maximum of 3/16" (5mm). The depth must be a minimum of 3/16" (5mm), but 1/4" (6.5mm) is preferred, and organisers of meetings must inform competitors in advance if the slot depth is less than 1/4" (6.5mm). At least one point in each lane shall have a slot depth of not more than 1/4" (6.5mm). Lane spacing should normally be at least 3" (75mm) but 3 1/2" (90mm) is preferred for 1/32nd scale and 4" (100mm) for 1/24th scale.
- The contact surface on each side of the slot must not be less than 1/8" (3mm) or more than 1/4" (6.5mm) in width (metal-sprayed tracks excepted), and at all points on the track there must be pick-up contact 3/16" (5mm) from the centre of the slot. Note: tracks may have a short 'dead' section on one straight for lap recording purposes.
- Looking in the direction of travel, the positive contact must be on the left of the slot and the negative on the right.
- Clubs must provide accurate lap recording equipment without additional fittings to the car being necessary.
- Track voltage must not exceed 16 volts DC off load, nor must it drop below 12 volts DC when each lane is drawing 4 amps. The voltage should not drop below 12 volts DC when one lane is drawing 10 amps.
- It is the responsibility of all clubs to ensure the minimum of AC 'ripple' in the power supply at the track. All track power supplies must include one or more 12v DC batteries with a combined capacity of at least 30 amp. hours, but preferably 100 amp. hours minimum. (Note: an average small car battery is around 35-40 amp. hours capacity).
- Tracks must be wired for dynamic braking.
- No personal external power supplies intended to enhance the performance or improve the braking of the cars are permitted.
- Controller plugs are to be BS 546 3-pin, 2-amp type, wired as follows:  
Live to power lead.  
Neutral to common lead.  
Earth to brake lead.  
On all new circuits, and on existing circuits where possible, the live terminal shall be positive with respect to the earth and neutral terminals of controller sockets. The polarity shall be stated on meeting entry forms if it is not as above.
- Clubs wishing to have a third, lights tape should install it on the right hand side in the direction of travel, so that the centre of the tape is 1/2" (13mm) from the centre of the slot.
- WIRING DIAGRAM:  
Fig. 1 'Normal' controller (ie: fixed resistor and brake contact).

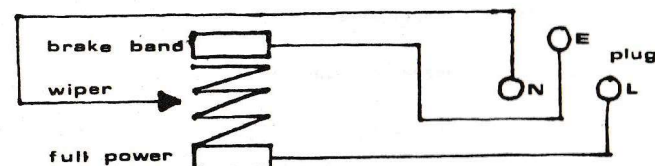


Fig 2: 'barrel' controller (ie: fixed brake and power contacts and moving resistor).

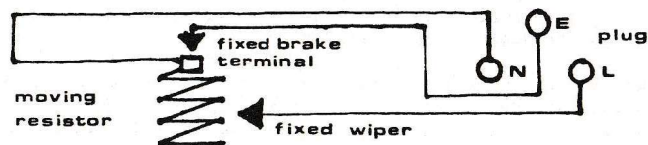
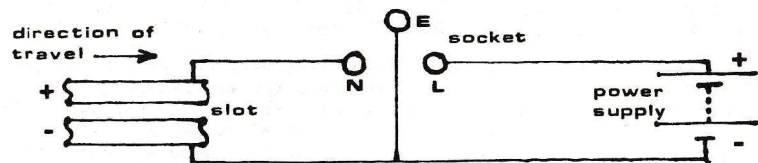


Fig 3: Correct track polarity



12. WARNING: The use of epoxy resins on controller resistors should be avoided as these may produce toxic fumes if the resistor becomes overheated.

### PART THREE: Car Standards

Note: metric dimensions in brackets are for guidance only. Cars must conform to the unbracketed dimensions.

1. All models to be built to 1/32nd scale of the full-size prototype with a tolerance of plus or minus 1/16" (2mm) in wheelbase. The onus of proof of dimensions rests with the driver.
2. Bodies must be reasonable representations of the prototype. This implies the following:
  - (a) Wings and other aerodynamic devices must be of the correct proportions, and correctly positioned. In the case of a non-standard device, photographic evidence of its use must be supplied by the competitor.
  - (b) Wheelarch openings on the model must be the same as those on the full-size car, ie they may not be cut out where the prototype has closed arches. Likewise where the prototype has open wheelarches these must be open on the model. Nor is it sufficient to just leave these openings unpainted - they must be cut out.
  - (c) Major visible appendages, such as lights, intakes, engine detail, etc, must be shown in their correct positions and colours. Clear plastic bodies must be painted.
  - (d) Rear bodywork, if fitted to the prototype, must not be omitted. In Class 1, the rear detail (eg gearbox) may be omitted.
  - (e) The Council or Competitions Secretary have the power to declare any bodyshell ineligible if it does not conform to the above. BSCRA maintains a list of non-approved bodies, details of which can be obtained from the Competitions Secretary.
3. All cars must carry clearly legible racing numbers in at least two APPROPRIATE places.
4. All cars must have transparent windscreens and windows as found on the prototype.
5. All cars must have a driver securely fixed, and consisting of a minimum of head, shoulders, arms and top segment of the steering wheel joining the hands. None of these items may be merely painted in.

6. No part of the motor, chasis or gears (excluding axles and axle tubes only, in Class 1) shall be visible when viewed from above or through the windscreen or windows.
7. There is no restriction on the type of drive which may be used or which wheel or wheels are driven, except that all Class 1 cars must be 'in-line', ie the motor shaft is at right angles to the rear axle. Note: Anglinder chassis shall automatically be allowed in Class 1 if suitable in-line gears become generally unavailable. Having satisfied themselves that they are unobtainable the Council shall give at least one month's notice of the date from which angle winders will be permitted.
8. The maximum length of the guide blade must not exceed 7/8" (23mm) nor must the extreme front edge of the guide blade project more than 1 1/8" (29mm) forward of a straight line drawn between the centres of the leading pair of wheels.
9. No projections downwards capable of guiding the car, except for the guide blade, detailed in rule 8 above, and pick-ups, are permitted.
10. All cars must be suppressed against TV interference. The minimum suppression to be a capacitor across the motor brushes unless supplementary regulations to a meeting state otherwise.
11. At the start of a race the overall tyre diameter must not be less than 5/8" (15mm) or scale size, whichever is the smaller.
12. The overall width of all tyres must be as follows: Maximum - 5/8" (16mm) Minimum - 3/16" (4mm). All road wheels must touch and roll.
13. All cars must pass through a gauge 64mm wide. The tyres must not protrude outside the enveloping body, wings, mudguards or flares.
14. In Class 1 the maximum width of the chassis is 1 1/2" (32mm) except for the section between the trailing edge of the rearmost front tyre and the leading rear tyre where the maximum width is 50mm. This limitation does not apply to scale engine or exhaust detail or suspension detail as found on the prototype. Suspension detail thicker than 1/16" (1.6mm) rod or wire may result in disqualification. Suspension detail must be in the correct position and may not be filled in with lead or other weights.
15. In Class 1, vacuum formed plastic bodysHELLS only are permitted and these must not exceed 0.035" (1mm) in thickness at any point. No weights may be attached to the body so as to be outside the chassis width limit.
16. In Class 1, for body mounting purposes only, up to 150mm total of not thicker than 18swg (1.2mm) wire may be used outside the chassis width limit together with a reasonable amount of tape. As an alternative to this, a maximum of 2 pin tubes per side, not exceeding 2mm o.d. and substantially parallel to the axles, are permitted outside the chassis width limit. Up to four pins or 100mm of wire not thicker than 22swg (0.8mm) may be used with the pin tubes. Note: wire outriggers or pin tubes, as described above, must be fixed to the chassis within the chassis width limit. If plastic 'pans' are used the part outside the chassis width limit is regarded as part of the bodysHELL and must therefore be of only one thickness of not more than 0.035" (1mm). The pans should be in clear or translucent plastic with a minimal amount of fixing glue. No stiffeners are allowed.

17. In Class 1, the cars must have black front tyres. One-piece wheels and tyres must have the appropriate part black.
18. Class 3 (Saloon) cars shall be powered by a Mura Gp 12 or Johnson 222 motor. The can, endbell moulding, armature, magnets and endbell bearing must remain standard except that:
  - (a) The endbell may be held on with screws and a small amount of plastic may be removed for chassis clearance.
  - (b) The can may have a small amount of metal removed for axle clearance.
  - (c) The armature shaft may be shortened and the commutator may be retrued.
  - (d) Magnet shims and a notch in the magnet for axle clearance are permitted.

#### PART FOUR: National British Championships

1. The Association shall each year hold a meeting or meetings to decide the National British Champions for 1/32 scale models in the following classes:
  - (a) Individual Grand Prix (BSCRA Class 1)
  - (b) Individual Sports/GT (BSCRA Class 2)
  - (c) Individual Saloon (BSCRA Class 3)

In addition to the above 3 Overall Championships, which are open to all grades of driver, there will be a separate final in each class at the Nationals open to Main grade drivers only.

  - (d) Novice Grade drivers with Saloon cars
  - (e) Club teams - 1984: 2 seater closed racing cars that have raced in World, European and IMSA endurance championship events, in the current year and the previous 4 years.  
- 1985: As in 1984 but with motors complying with PART THREE Rule 18.
  - (f) Constructors

#### Individual Championships

- 2(a) Overall; all BSCRA members are eligible to race in the Overall Championships.
- (b) Main Grade; all BSCRA members are eligible for the Main Grade except
  - i. The Overall National Champions in each open class in the last 5 years.
  - ii. The top 6 drivers in the Overall National Championships in each open class in the last 2 years, (the 1982 top 6 in Premier Grade).
  - iii. The top 10 drivers in the Overall National Championships in each open class in the previous year, (the 1982 top 10 in Premier).
  - iv. The previous year's Main Grade National Champions in each open class.

NOTE: The open classes are GP, Sports/GT and Saloon.
- (c) Novice Grade; all BSCRA members are eligible for Novice Grade except
  - i. Any finalist (top 6) in the Novice National Championship (Formula 32 prior to 1983) in the last 10 years.
  - ii. Anyone who has qualified for, or raced at, the Novice National Championship (Formula 32 prior to 1983) three times in the last 10 years.
  - iii. Anyone who has qualified for, or raced at, the Individual National Championship other than in Novice, Formula 32 or the Team Race in any of the last 10 years.

NOTE: Competitors who qualify for other Individual National Finals as as Novice may race in both events in that year.

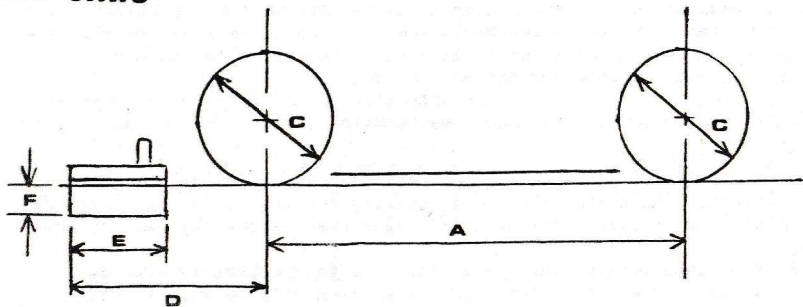
- (d) Allocation of Nationals Qualifiers to Areas  
Overall: 30 places in each class shall be allocated to the Areas in as near as possible direct proportion to the Area's membership eligible for the Main grade. Up to 20 further places in each class shall be allocated to the Areas in as near as possible direct proportion to the Area's membership not eligible for the Main Grade.  
Novice Grade: 30 places shall be allocated to the Areas in as near as possible proportion to the Area's membership eligible for the Novice grade.
- (e) The membership for each Area is that registered at 1st May preceding the National Finals and in order to qualify for the Individual National Championships, drivers must be BSCRA registered members by 1st May that year.  
NOTE: From 1985 onwards the qualifying date for membership will be 1st February since the National Finals meeting will be held in May.
- (f) Each Area shall arrange at least two meetings amongst its members to decide the qualifiers and shall inform all interested members of such arrangements.
- (g) 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.

#### Club Team Championship

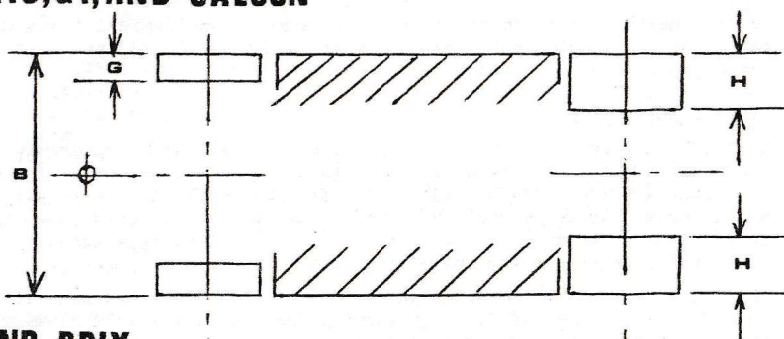
- 3(a) Each Club may enter one team in the National Club Team Championships, provided that the club is affiliated to BSCRA by 1st May of that year, (1st February from 1985 onwards). The drivers in the team must all be BSCRA registered members of the club at the time of the event, but the same drivers need not be used in each event. An Area must run at least one meeting to decide the qualifying team.
- (b) The Association shall organise whatever additional meetings are necessary to reduce the number of teams qualifying from the Areas to that which can be catered for at the National British Finals meeting.
- (c) To participate in any team event leading up to and including the National Finals, a member's permit must show him to be a member of the club he is driving for.
- (d) Any person who has raced for one club in any event leading up to the Team Championship may not race for another club in the Team Championship during the same year or season.
- (e) The race format shall be as follows:
  - i. Each team shall consist of four drivers and 2 cars.
  - ii. The National Team Race final shall be of 3 hours' duration but semi-finals and Area team races need not be of this length. In all team races leading up to and including the Team Race Final each driver shall race for an equal period of time, and each team shall race on each lane for an equal period of time. For the purpose of this rule, 'driving' shall include repairing the car or waiting for it to be repaired if this is necessary during the driving period. Repairs to the car may only be made during the running time of the race.
  - iii. Once a team's second car has been used in a race, the first car cannot be used again in that race. Teams will be required to nominate their first and second cars before the race commences.
  - iv. The winners shall be the team covering the greatest distance. Ties shall be decided by the distance covered in the segments, starting with Segment 1.
  - v. At the National Team Race, all competing teams will have both their cars impounded as necessary to ensure equal preparation time.

## CHASSIS ILLUSTRATIONS

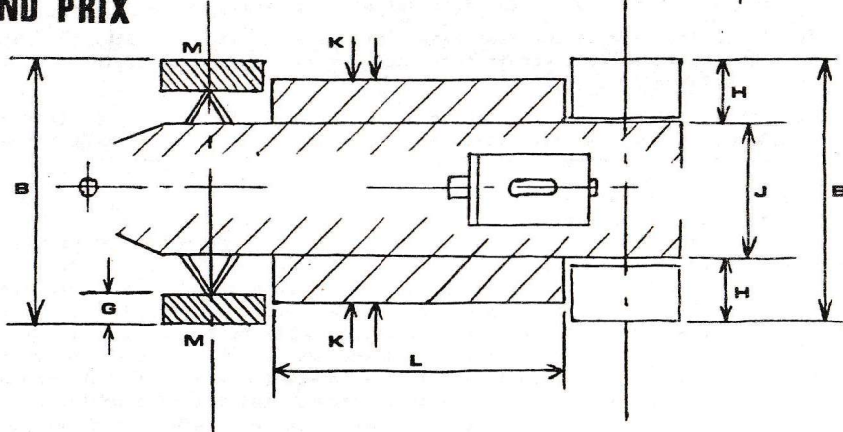
### ALL CARS



### SPORTS, GT, AND SALOON

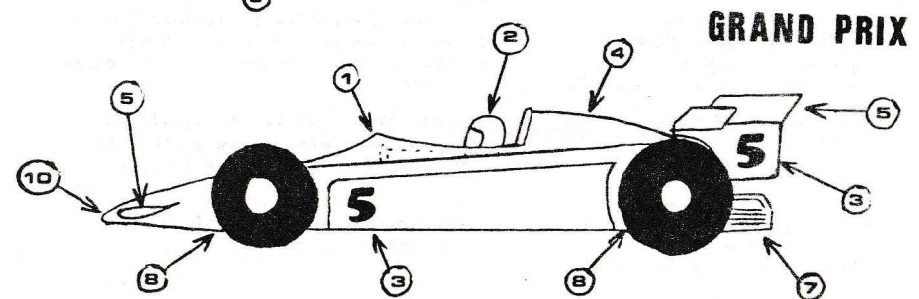
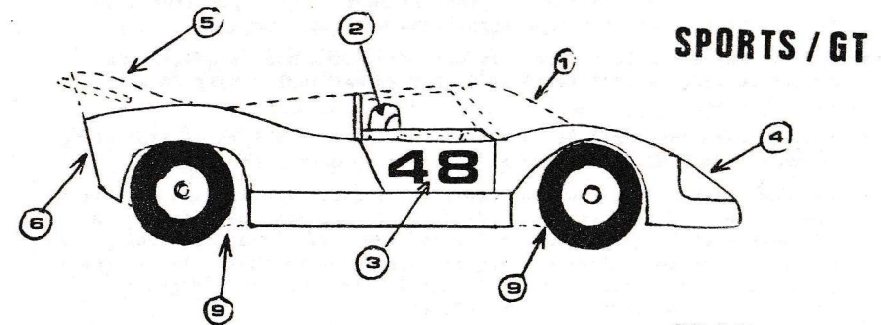
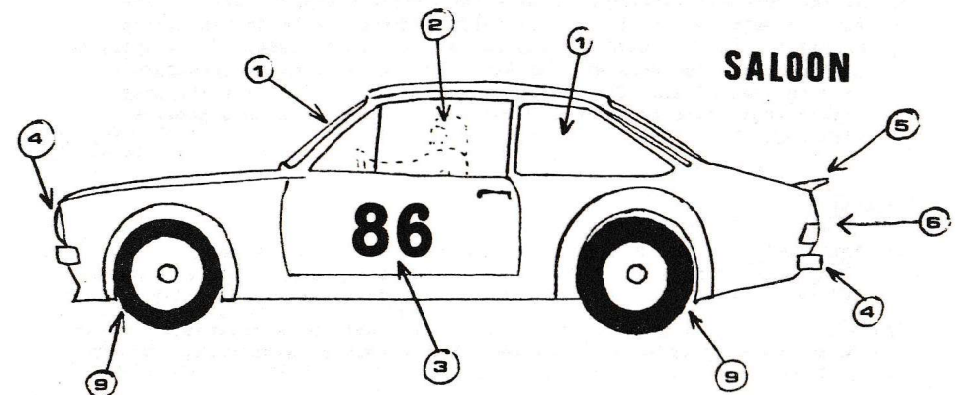


### GRAND PRIX



- |   |   |
|---|---|
| A. Scale wheelbase $\pm 1/16"$ (2mm)    | G. Minimum $3/16"$ (4mm)                    |
| B. Maximum width $2\frac{1}{2}"$ (64mm) | H. Maximum $5/8"$ (16mm)                    |
| C. Minimum diameter $5/8"$ (15mm)       | J. Maximum $1\frac{1}{4}"$ (F1 only) (32mm) |
| D. Maximum $1\frac{1}{8}"$ (29mm)       | K. Maximum 50mm (F1 only) (50mm)            |
| E. Maximum $7/8"$ (23mm)                | L. Between diameter of wheels only.         |
| F. Maximum $1/4"$ (6.5mm)               | M. Black front tyres (F1 only).             |

## APPEARANCE ILLUSTRATIONS



1. Clear windows & screens where fitted to prototype.
2. Driver, (head, arms, steering wheel), interior hiding all chassis parts.
3. At least two racing numbers, sensibly positioned and clearly readable.
4. Major details correctly painted.
5. Aerodynamic devices may not be added or deleted compared to the prototype.
6. Rear bodywork fitted as per prototype.
7. Grand Prix only, gearbox detail may be omitted.
8. Grand Prix only, suspension detail may be included, Maximum  $1/16"$  rod.
9. Wheelarches must be cut out or faired in as per prototype.
10. Grand Prix only, Bodyshell must be vacuum formed plastic, max  $0.035"$  (1mm).

#### Constructors Championship

4. At the National Individual Finals each year, a trophy shall be awarded for the best constructed car overall. This shall be judged giving credit for all the work carried out by the constructor. The winning car must complete one heat with at least 70% of the laps of the fastest heat in that class. Final judging shall take place after the heat to ensure that items are not used which are impractical on a genuine slot car.

#### General

- 5(a) The track used in all events leading up to the National British Championships must have a minimum of four lanes and be not less than 50' (15m) to the lap, marked out in sections of 1/10th of a lap or less.
- (b) All cars competing in the National Finals shall be scrutineered before competing and, if they do not comply with the Car Standards, shall be excluded.
- (c) In Area events, all cars qualifying for semi-finals, sub-finals and finals shall be scrutineered before those events are run.
- (d) Drivers may accumulate points in only one BSCRA Area's qualifying events leading to Individual or Club Team National Finals in any one year or season.
- (f) Driving Permits should be carried by all members whilst participating in an official BSCRA Area or National Championship Meeting.
- (g) All Competition Rules, Racing Classes (as specified in Part 4, Rule 1), Track Standards and Car Standards apply to and must be enforced in all events leading up to and including the National British Championships. Certain local conditions may require additions to these; in particular it is widely accepted that a club may insist on a minimum ground clearance or additional TV suppression.  
Note: Clubs wishing to insist on these additions must give competitors written notice of them before the day of the event. However, Part 5, Rule 4 does not give organisers the right to modify Competition or other Rules in the events specified in this rule.
- (h) The Victor Ludorum Trophy at the National Finals shall be calculated by adding the points obtained in each class overall. Points shall be allocated 30 for 1st place, 29 for 2nd, etc down to 1 point for 30th place.
- (j) A best presented car award shall be awarded in each Class at the National Finals. These awards shall be judged on the appearance of the car as viewed on the track.

#### PART FIVE: Competition Rules

1. The organisers shall appoint a clerk of the course, three Stewards - at least two of whom shall be visitors and sufficient scrutineers and marshalls to efficiently run the event.
2. The clerk of the course shall have general control of the meeting. He may stop a race (by reasons of a false start or other reasons) and order a re-run. Any questions arising out of the general running of the meeting shall be referred to the clerk of the course whose decision shall, subject to an overriding decision by the stewards, be final.

3. 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.
4. Supplementary regulations and entry forms shall specify the Classes to be raced, any special rules and any variations of the Competition Rules. If no variation is specified, these Competition Rules shall apply.
5. Supplementary regulations must state whether 'home' drivers are to be allowed to compete at a meeting.
6. Entries received after the official closing date shall not be accepted.
7. Drivers must book practice with the clerk of the course or his deputy.
8. A car or chassis that has been raced by one driver at a meeting, may not be raced by another driver at the same meeting except in team races.
9. Proxy driving is not permitted.
10. Before racing starts, the organisers shall allocate practice time to all competitors and shall notify competitors of their lane or lanes.
11. Drivers may drive their cars to the start line.
12. 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.
13. If, when a race is started, all the cars do not leave the starting grid, the clerk of the course shall declare a false start and order a restart. Power to the lanes shall be checked and if, on the restart, all cars do not leave the grid, those cars shall be presumed faulty and the race shall continue.
14. If, at the first corner, half or more of the cars are deslotted, the clerk of the course shall stop the race and permit a restart. At the National Finals, in the actual Finals only, the race shall be restarted if half or more of the cars are deslotted at the first or second corners.
15. 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 competitors shall go forward to the next stage.
16. Any finals, sub-finals and semi-finals may be run over a fixed period of time or over a set number of laps, as set out in the supplementary regulations.
17. A sub-final shall be between the fastest competitors not qualifying for the final.
18. In finals, sub-finals and semi-finals, the fastest driver has first choice of lane, second the second choice and so on until all the lanes are taken.
19. A driver qualifying for a final, sub-final or semi-final with more than one car may elect to drive any one of them. The other or others are then withdrawn. A competitor must use the car he has qualified with.
20. A driver may remove, or ask to have removed, his car from the track at any time during a race, to make a repair or adjustment to it. When such repairs are being made: a. they must be made off the track, b. the race will not be interrupted.



21. The clerk of the course may have removed from the circuit for attention any car that he believes is creating a hazard either to other cars or the track, whether due to faulty mechanical, electrical or physical condition. The track will be switched off during the inspection only. The car thus removed may not be replaced on the track to continue racing until such time as the clerk of the course is satisfied with the repairs or corrections that have been made.
22. In the event of a competitor being granted a re-run after the end of a heat, only the competitors whose race was affected by the cause of the re-run will be allowed to count their re-run time. If possible, these competitors shall be fitted in spare spaces on the appropriate lanes in later heats, but if the heat has to be re-run, the non-counting drivers must drive, but need not use the same car as long as it is eligible for that particular class.
23. Any competitor intending to race at a meeting counting towards the National Championships shall not race or practice on that particular circuit in the month preceding that meeting except during the official practice sessions for that meeting.
24. Cars scrutineered before a race must comply with the rules as specified in Part 3 of this Handbook. If cars are scrutineered after a race, the scrutineer must satisfy himself that the car was legal at the start of the race, mindful that a car is not necessarily illegal if minor damage or tyre wear sustained during a race renders it temporarily outside the Regulations. However, a car cannot be allowed to continue racing if it suffers major damage, such as the loss of the main bodyshell or one or more wheels etc.
25. Silicon based tyres and tyre dressings containing oil of Wintergreen are not allowed.

PART SIX: Driving Permit Regulations

1. The BSCRA Driving Permit is the only proof of a driver's membership of an Area or a club.
2. A BSCRA member may hold one current permit only.
3. Area Delegates may issue a receipt for applied membership which will be accepted as a temporary Driving Permit for 28 days from the date of issue.
4. In the event of a member changing his club, his Permit should be returned to the Association Secretary (not the Membership Secretary) for amendment. The application for amendment will be investigated and, if found to be bona fide, will be passed to the Membership Secretary for action.

LIST OF CLUBS IN THE U.K.

AREA 1

Area Delegate: F Lucas, 7 Venacher Place, Crossford, Fife.  
Tel: 0383 729777

Ecurie Barnton

Secretary: A Coppola, 30 Hawthorn Bank, Carnock, Fife  
Tel: 0383 850414

Club Address: St Cuthbert's School Annexe, Hutchison Crossway, Edinburgh  
Clubnight: Wednesday

AREA 2

Area Delegate: S Sargent, 79 Manchester Road, Blackpool, FY3 8DP  
Tel: 0253 36748

Fylde MCRG

Secretary: AS Area Delegate

Club Address: Reading Room, Claremont Library, Claremont Road, Blackpool  
Clubnight: Monday, Tuesday, Friday.

Pirelli SCC

Secretary: N Fawcett, 17 Ryehill Park, Smithfield, Carlisle, Cumbria  
Tel: 0288 75371

Club Address: Dalston Road, Carlisle, Cumbria  
Clubnight: Monday

ARRA

Secretary: P Crane, 9 Cherry Vale, Hesketh Bank, Nr. Preston, Lancs. PR 4 6PE  
Tel: Hesketh Bank 3227

Club Address: Pool Hey Lane, Scarisbrick, Nr. Southport  
Clubnight: Friday

Blackpool Coastal Equipe

Secretary: G Myers, 19 Chatham Ave, St Annes-on-Sea, Lancs FY8 2RT

Club Address: 24 General Street, Blackpool  
Clubnight: Tuesday

Bolton Slot Cars

Secretary: P Lyon, 9 Colenso Road, Tongeford, Bolton BL2 6DA  
Club Address: YMCA, Deansgate, Bolton  
Clubnight: Wednesday, Friday.

Aintree

Secretary: L Christiansen, 96B West Vale, Neston, Wirrall, N.Wales  
Tel: 051 336 2415  
Club Address: Kirkdale Community Centre, Kirkdale, Liverpool.

AREA 3

Area Delegate: G Kimber, 14 Gleneagles Drive, Donwell, Washington,  
Tyne and Wear  
Tel: 0632 462620

Washington MCRC

Secretary: As Area Delegate  
Club Address: New Rows Chapel, Blue House Lane, Concord, Washington  
Clubnight: Tuesday

Middlesbrough MMRC

Secretary: M Roberts, 32 Preston Road, Fairfield, Stockton-on-Tees,  
Cleveland.  
Tel: 0642 584575  
Club Address: Custom House, North Street, Middlesbrough  
Clubnight: Monday, Thursday

Wakefield MRCC

Secretary: I Prout, 15 Woodhall Drive, Ackworth, Pontefract, W. Yorks  
Tel: 0977 613677  
Club Address: Old Relay Building, British Telecom, George St, Wakefield  
Clubnight: Monday

NB A club also exists in Leeds. Consult Area Delegate for details.

AREA 4

No known clubs.

AREA 5

Area Delegate: D Cooper, 12c Princes Av, Nuneaton, Warwickshire  
Tel: 0682 383630

Three Spires MR

Secretary: K Packer, 41 Komford Road, Coventry, West Midlands CV6 4FS  
Tel: 0203 84982  
Club Address: Cheylesmore Community Centre, Arundel Road, Coventry  
Clubnight: Friday

Oaklands Park

Secretary: M Perry, 35 Manor Gardens, Birmingham 33  
Club Address: Harry Mitchell Recreation Centre, Coopers Lane, Smethwick  
Clubnight: Tuesday

AREA 6

Area Delegate: K Lees, Flat 2, 27 Mount Pleasant Villas, London N4 4HH  
Tel: 01 263 5545

Tyringham MCRC

Secretary: A Humphreys, 14 Cottesmore Ave, Clayhall, Ilford, Essex  
Tel: 01 550 0441  
Club Address: "Greenways", Ramsden Park Road, Ramsden Bellhouse,  
Billericay, Essex  
Clubnight: Tuesday

Vauxhall Motors Recreation Club

Secretary: B Gilzean, 30 Culverhouse Road, Luton, Beds.  
Tel: 0582 24039  
Club Address: Model Car Racing Section, Kimpton Road, Luton  
Clubnight: Monday

North London SME

Secretary: T Condon, 44 Radcliffe Road, Harrow Weald, Middx  
Tel: 01 427 9918  
Club Address: Downway, off Summers Lane, London N12  
Clubnight: Thursday

Church Farm Racing

Secretary: A Young, 17 Little Dell, Welwyn Garden City, Herts.  
Tel: Welwyn Garden City 32723  
Club Address & Clubnight: As North London SME

Chequered Flag SCC

Secretary: J Huxley, 27 Agnes Road, Acton, London W3  
Tel: 01 740 6589

Club Address: West End Youth Club, Gulliver Close, Northolt, Middx  
Clubnight: Wednesday

Kodak

Secretary: As Chequered Flag SCC

Club Address: North Car Park, Harrow View, Harrow, Middx.  
Clubnight: Varies - check with Secretary.

Wellgate

Secretary: K Holmes, 13 Rowan Way, Chadwell Heath, Essex, RM6 5PL

Club Address: As Secretary  
Clubnight: Friday

NB: A club also exists in Ruislip. Consult Area Delegate for details.

AREA 7

Area Delegate: N Thompson, 86 Brockworth, Yate, Bristol,  
Tel: 0454 316245

LND MRCC

Secretary: M Williams, "Brookfield", Chepstow Road, Langstone, Newport,  
Gwent, NP6 2JP  
Tel: 0633 412449

Club Address: as Secretary

GROPE

Secretary: C Frost, 48 Wiltshire Gardens, Bransgore, Christchurch, Dorset  
Tel: 0425 72060

Club Address: as Secretary

Netley MGRK

Secretary: M Witham, 86 Carisbrooke Ave, Hillhead, Fareham, Hants  
Tel: Stubbington 665955

Club Address: 58 Station Road, Netley, Hants  
Clubnight: Monday

Bath MCRK

Secretary: K Norwood, 3 Ellacombe Road, Longwell Green, Bristol  
Tel: Bitton (027588) 3613

Club Address: Percy Boys Club, New King Street, Bath  
Clubnight: Wednesday

Dowty's MCC

Secretary: H Dean, 6 Thomond Close, Wymans Brook, Cheltenham GL50 4SS

Club Address: Sir George Dowty Memorial Club House, Cheltenham  
Clubnight: Wednesday

NB: Clubs also exist elsewhere in the area. Consult Area Delegate for details.

AREA 8

Area Delegate: B Robinson, 33 Waterside Close, Bordon, Hants

Haydon MRCC

Secretary: J S Jensen, 10 Pennings Ave, Guildford, Surrey GU2 6SU  
Tel: Guildford 34593

Club Address: Laburnham Hall, Laburnham Close, Aldershot, Hants  
Clubnight: Friday

Roedale MCRK

Secretary: C Church, 174 Hollingdean Terrace, Brighton BN1 7HE  
Tel: 0273 556857

Club Address: 2 Roedale Road, Brighton BN1 7GB  
Clubnight: Tuesday, Thursday

Surbiton Town MCRK

Secretary: D Edwards, 15 Sterry Drive, Stoneleigh, Epsom, Surrey  
Tel: 01 393 7305

Club Address: Surbiton Town Sports & Social Club, Worcester Park.  
Clubnight: Tuesday, Friday

NB: Clubs also exist in Reading and Crawley. Consult Area Delegate for details.

AREA 9

Area Delegate: D Harvey, 52 Hawbeck Road, Gillingham, Kent  
Tel: 0634 389004

Timaru MRCC

Secretary: G Sampson, 23 Rumfields Road, Broadstairs, Kent CT10 2PJ

Club Address: Consult Secretary

Clubnight: Friday

Spitfire MRCC

Secretary: A Ferguson, 18 Athelstan Road, Folkestone, Kent, CT19 6EU  
Tel: 0263 42551

Club Address: Spitfire Leisuredome, Hawkinge, Nr Folkestone, Kent

Clubnight: Thursday

One-O-One Models

Secretary: As Area Delegate

Club Address: 12 The Links, Chatham, Kent (One-O-One Model Shop -  
Tel 0634 826410)

Clubnight: Friday

Medway MAC

Secretary: R Thomas, 111 Hollywood Lane, Frindsbury, Rochester, Kent  
Tel: 0634 717691

Club Address: Consult Secretary

NB: A club also exists in Coulsdon. Consult Area Delegate for details.

AREA 10

Area Delegate: N Harvey, 22 Jeffries Road, Ipswich, Suffolk  
Tel: 0473 214267

Ipswich SCC

Secretary: J Davis, 26 Dryden Road, Ipswich, Suffolk IP1 6QN  
Tel: 0473 45300 (Home)  
0473 643 429 (work)

Club Address: Grimwade Memorial Hall, Back Hamlet, Ipswich

Clubnight: Wednesday

Heron MCC

Secretary: M Crane, 46 Northumberland Ave, Bury St Edmunds, Suffolk  
Tel: Bury St Edmunds 64752

Club Address: W. Vinten, Western Way, Bury St Edmunds

Clubnight: Monday

Presto Park

Secretary: B Dean, 8 Brookwood Close, Worlingham, Beccles, Suffolk  
Tel: Beccles 715474

Club Address: BT Sports & Social Club, Cornhill, Norwich

ISLE OF MAN (Classified as Area 4 at present)

Secretary: M Buss, 15 Derwent Drive, Lakeside Gardens, Onchan, I.O.M  
Tel: 0624 22729

Club Address: Hut behind Quarterbridge Hotel, Quarterbridge, Douglas.

Clubnight: Tuesday

NORTHERN IRELAND

Craigavon SCC

Secretary: S Cowan, 24 Derryvore Lane, Portadown, Co. Armagh

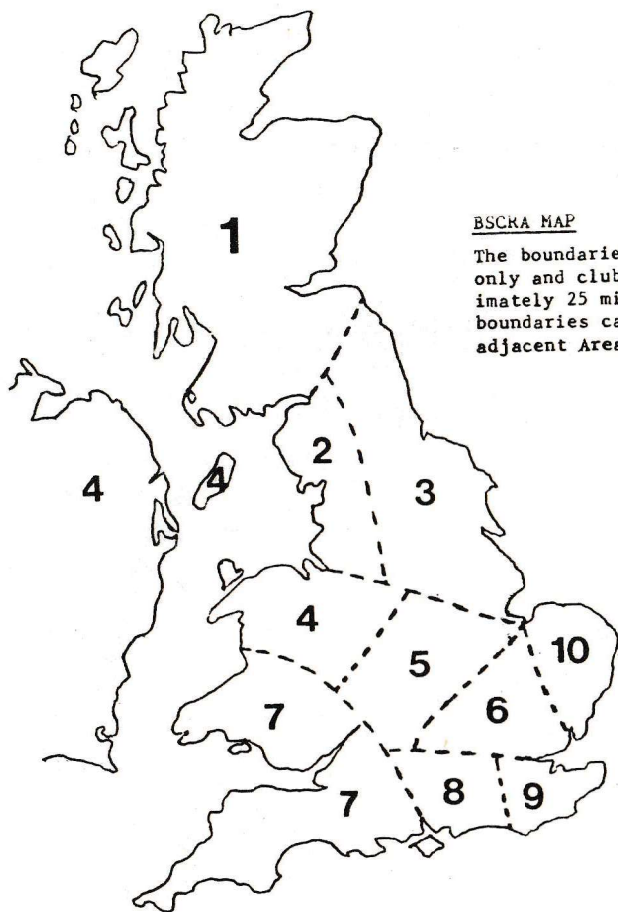
Club Address: As secretary

Clubnight: Saturday

Harland and Wolff Social Club

Secretary: E Foster, 33 Cotswold Ave, Belfast BT8 4NA

Club Address: Consult Secretary.



BSCRA MAP

The boundaries of this map are notional only and clubs situated within approximately 25 miles of a boundary or boundaries can opt to join whichever adjacent Area they wish.

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## car standards guage

Accurately machined in sturdy alloy sheet.

Measures the following items:

- \* Maximum guide lead
- \* Maximum and minimum tyre widths
- \* Maximum F1 chassis width
- \* Minimum tyre diameter
- \* Maximum car width

AVAILABLE FROM THE MEMBERSHIP  
SECRETARY