

BSCRA Handbook

Contents

Preface	
Rules PART 1:	Track Standards
Rules PART 2:	Car Standards
Rules PART 3:	National British Championships - 1/32 Scale
Rules PART 4:	National British Championships - 1/24 Scale
Rules PART 5:	Competition Rules
Rules PART 6:	Driving Permit Regulations
Club Directory	

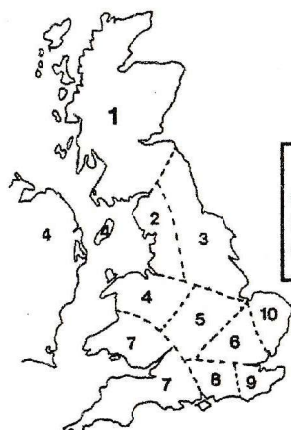
PREFACE

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 so that members can race anywhere on equal terms. Major changes in the Association rules are decided by a majority vote of BSCRA members, the BSCRA Council is empowered to make less important changes. The basic rules are also used by many unattached clubs. Clubs wishing to deviate from these rules should inform all competitors in writing of any changes from these rules before the meeting.

The Association organises a set of local meetings leading to an annual 1/32 National Championship event. More recently the Association has organised a 1/24 National Championship event and the multi-round British Open Championships for 1/32 and 1/24 cars.

The Association is active in promoting "Production" class racing to provide a bridge between the home set racer and clubs, and to provide the more experienced racers with an inexpensive form of racing. Regional series for these cars are providing racers lots more opportunities for drivers to race outside their clubs.

The BSCRA newsmag, "Slot Car Racing News", produced every two



The BSCRA Area Map
Clubs situated within 25 miles of the boundary can join which ever of the adjacent Area they choose.

months, keeps members up to date with the slot racing scene by publishing race reports, articles, comments and advertising, etc. For those with Internet access, BSCRA's websites provide up to the minute news and links to other slot racing sites.

The racing rules, although perhaps complex, have been evolved to meet the needs of modern slot racing. 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 with the Association are as follows:

1. Your Club Secretary
2. Your Area Co-ordinator
3. Members of the Council and the other Association officials.

Your Area Co-ordinator is your prime point of contact with BSCRA and is responsible for organising racing within your Area. Going further, contact can be made with the Council 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.

Any appeal against a decision by the Council 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 promote slot racing by persuading other enthusiasts to join the Association.

Note

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

ORGANISING A MEETING

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

The officials needed to run an efficient meeting are:

1. Secretary of the meeting
2. Race Controller

3. Scrutineer
4. Stewards

It is possible to combine some of the above duties, but at least two knowledgeable and responsible people are required in addition to the stewards.

Secretary of the Meeting

Is responsible for all the paperwork and should:

1. Draft, copy and distribute the entry forms and regulations.
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.

Race Controller

This is the 'manager' responsible for the conduct of the racing. His duties are:

1. To check that all marshalling positions are covered and if necessary call for more marshals.
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.

Scrutineer.

This official must have a good knowledge of BSCRA regulations and, if possible, a knowledge of full-size racing cars. 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. Their responsibilities are defined fully in Part 5 of this Handbook.

Meetings will run without apparent effort if all the officials know what they are expected to do, and when there are sufficient officials so that no individual is overloaded.

If sufficient people are available it is a good idea to make someone responsible for repairing any faults, which may occur with the track or lap recorders.

MARSHALLING

One of the most vital posts to be filled at any slot-race meeting is that of corner marshal. 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 marshals would be avoided. Remember, you'll want marshals whilst you're racing, so be prepared to do your share.

It is recommended that the organisers of meetings allocate marshalling positions to competitors. For example, the drivers from each lane can be responsible for marshalling nominated bends in the heat following their race. In team races, each team can be made responsible for marshalling a bend. Organising the marshalling in this way allows the race controller to call for named drivers or teams to marshal, rather than having to make a general appeal for marshals to a room full of people (many of whom will assume the appeal is addressed to somebody else!). The above is now mandatory at the National Finals and rounds of the British Open Championship.

Some tips for marshals 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 at 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 to vent his frustrations on.

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

1. Ensure your car is correctly stickered, with a sticker in a clearly visible position. Having the only sticker on the rear wing where it is likely to be covered by the marshals hand is not much good, nor is a sticker that is confused with the cars paint scheme.
2. You will probably know you've overdone it before the car deslots, but the marshal won't! If you shout it will probably only succeed in making the marshal lose his concentration at the critical moment. Likewise, if the marshal already has both hands full of cars, your yelling at him is unlikely

to produce a third hand, and will probably add to the confusion, so it will take longer to get everybody back in the right lane.

3. If you see a car across your lane, don't try to drive straight into it and expect the marshal to put you back in double quick time. You'll save much more time by waiting for the marshal to clear the obstruction and you won't risk wrecking your car or that of the other driver.
4. Try to keep your temper and never, never use bad language, as this does nothing but damage the reputation of our sport. Penalties can be imposed for bad conduct - see part 5, rule 26 of this handbook.

ADVICE ON TRACK CALLS

Track calls are used by marshals or (in some circumstances) drivers to request the race control to suspend a race. A track call is made by simply calling "track" loudly and clearly enough so that the race controller can hear it above the background noise. The details will vary from track to track. The organisers should inform competitors of the track call procedure at the drivers briefing at the start of the meeting. The following are typical reasons for a justified track call.

1. A car deslotted in an unmarshalable position. Cars off under the bridge or under the track are generally considered unmarshalable. The organisers should clarify what parts of their track are considered unmarshalable, this should include places where the marshal has to lean on the track surface to reach the car and might include other places that are difficult for the marshal to reach (for example on some tracks the straight in front of the drivers is difficult for the marshal to reach without interfering with the drivers).
2. A car in the wrong slot. (a "rider")
3. A suspected track fault.

The following tips are offered to help with track calls:

1. Drivers should only make track calls when they are justified. Clearly there is an advantage in having the power turned off while your misfortune is sorted out.
2. The organisers may define penalties for driver who gain an unfair advantage by unjustified track calls. The driver briefing should include a statement on the penalties. (As with all penalties, competitors have the right of appeal to the stewards if they consider the penalty to be unfair.)
3. If lots of people are talking loudly all at once, the race controller is unlikely to be able to discern the word "track" above the general noise level. This is one of the many reasons for keeping the noise level down during racing.
4. The race controller will endeavour to turn off the power as quickly as possible once he has heard a track call. Human reaction times are not instantaneous. (Yes race controllers are human too!) Unfortunately, this means that there is no guarantee that the power will be removed quickly enough to prevent every wrong laned car coming to grief at the

next bend. Venting your frustrations on the race controller isn't helpful to the smooth running of the meeting, and might even earn you a conduct warning!

5. The race controller needs to know when the power can be turned back on after a track call. It is often useful to tell the race controller why the track call was made - particularly if there is more than one incident on the track at the time. It is very helpful for the marshal (or track repairer) to tell the race controller as soon as it's all clear to resume the race.

ADVICE ON TRACK GRIP CONDITIONS

Cars built to BSCRA rules are generally intended to run with some rubber deposit (from the tyres) and some 'goop' on the track. The use of goop is strictly controlled (see part 5, rule 28 of this handbook). The following guidelines are generally accepted:

1. The rubber deposit and goop on tracks does not work well after an extended period of use (because of dust, etc. contaminating the goop). It is generally accepted that prior to a major meeting tracks should be cleaned and re-gooped.
2. Spray gooping of tracks is recommended after cleaning. This allows a thin layer of goop to be applied in the corners and braking areas which "runs in" to provide good conditions very quickly. Satisfactory results can be achieved with goop straight out of the bottle, but more care is needed to avoid excess and uneven gooping, and this method usually requires a longer "running in" period. When using most types of black rubber it is better not to add goop on top of a rubber deposit.
3. Tapes will need to be cleaned periodically during meetings. Care should be taken to clean only the tapes, and not to remove grip from the rest of the track.
4. The solvents used to thin spray goop and clean the track, tapes or braids tend to damage the adhesive that hold the tapes or braid to the track, so avoid the use of excess solvents. Solvents that evaporate slowly, such as white spirit should be avoided as they tend to do more damage to adhesives.
5. If you goop up your rear tyres before a race remember to ensure they are dry before putting them on the track. You are required to put the car on at the start line (or on another straight specified by the organisers), putting a car with excess goop in these positions will deposit goop in places that will make the car slower.
6. More powerful cars generally run better with more grip, and are better able to cope with thick tyre deposits than less powerful ones. Therefore, organisers of meetings should consider running Production cars first and Sports/GT cars last, so that the more powerful cars are run later in the meeting when the grip and tyre deposits are usually greatest.

ADVICE ON NEW MEMBERS AND CLUB ROOMS

- 1 Attracting new racers into slot racing is essential to the survival of the sport. BSCRA publicises slot racing, and there is a lot that clubs can do to attract new members. There's no big publicity budget – but a lot can be done with very little expenditure.
- 2 Slot racing is publicised in many ways. Occasionally we manage to get articles in National Newspapers and TV coverage. There is great publicity to be gained with slot tracks at exhibitions. At a local level there is much that clubs can do, for example coverage in the local press and radio; posters in shop windows, libraries, sports centres – in fact anywhere prepared to display them.
- 3 The internet is increasingly being used as a valuable source of information on so many things. BSCRA and many of its clubs have web sites, and these play their part in attracting new members. Good web sites tell you something about the club, tell you where and when it meets – or perhaps give a contact. Don't forget to tell BSCRA about your web site – we are only too happy to provide links to it. If you cannot do your own club web site, talk to BSCRA – we are happy to help publicise member clubs on the web.
- 4 Many clubs are lucky enough to have a permanent clubroom. The clubroom is a home for the club track, and very often the room costs more than the track. Keeping the track room reasonably clean and tidy not only makes it more pleasant for the members, but can be important in encouraging new members. Lots of clubs sell some refreshments – this helps the social atmosphere (and can help club funds).
- 5 Once you get a potential member through the clubroom door it's up to the club to make sure they stay and enjoy racing. Talk to new comers, explain how your racing and cars work – let them have a go. You only get one shot, once somebody walks through the door, if they find people are unfriendly you won't see them again! The social atmosphere at a club can be more important than the racing! It is scarcely encouraging if people cannot have a go, so we strongly recommend clubs have cars and controllers available for loan.

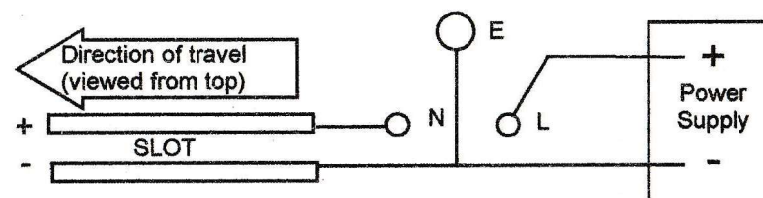
RULES OF THE ASSOCIATION

PART 1: Track Standards

- 1 The slot width must be a minimum of 3 mm and a maximum of 5 mm. The depth must be a minimum of 8 mm for all new tracks. (existing tracks with a slot depth of at least 5 mm may be used but the club must inform competitors of the actual slot depth in advance of the meeting) At least one point in each lane shall have a slot depth of no more than 8 mm. The minimum lane spacing for all new tracks is 100 mm.
- 2 The contact surface on each side of the slot shall be not less than 3 mm or more than 6.5 mm in width, and at all points on the track there must be a pick up contact 5 mm from the centre of the slot. NOTE tracks may have a short "dead" section on one straight for lap counting purposes.
- 3 Looking in the direction of travel, the positive contact shall be on the right of the slot and the negative on the left.

NOTE This aligns BSCRA with the way most ready to run and commercial set cars are wired. Up to 31 Dec 2002 BSCRA had the reverse (positive on the left) wiring. Any tracks not complying to the 2003 wiring from 1 Jan 2003 must give competitors advanced notice (in order to allow them time to rewire their cars).

2003 TRACK WIRING STANDARD

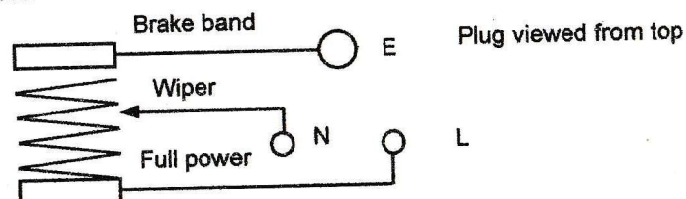


NOTE IF there is a need to reverse the direction of travel this should always be done by changing over the wires at the slot end, NEVER by reversing the battery terminals (as this will damage transistorised controllers).

4. Clubs must provide accurate lap recording equipment without additional fittings to the car being necessary.
- 5 The track voltage shall not drop below 12 volts DC when each lane is drawing 4 amps. This is the mandatory minimum, however it is strongly recommended that the voltage does not drop below 12 volts DC when each lane is drawing 10 amps.

- 6 The track voltage shall not exceed 16 volts DC off load.
- 7 It is the responsibility of all clubs to ensure the minimum of AC 'ripple' in the power supply at the track.
8. Track must have either battery or regulated power supplies to meet the following:
- (a) All track battery 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 30-40 amp-hours capacity.
- (b) All tracks with regulated power supplies and no batteries must be able to supply a peak current of 18 amps per lane simultaneously to all lanes.
9. No personal external power supplies intended to enhance the performance or improve the braking of the cars are permitted. NOTE this prohibits any device which provide a higher voltage than the track positive supply voltage, and/or lower than the negative supply voltage.
10. 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. (Tracks must be wired for dynamic braking.).

The live terminal shall be positive with respect to the earth and neutral terminals of controller sockets. (NOTE transistorised controllers will be damaged if this rule is not observed. The polarity shall be stated on meeting entry forms if it is not as above.)



WIRING DIAGRAM FOR A NORMAL CONTROLLER

NOTE

- 1 N, E and L markings are normally moulded into the plugs.
- 2 British made controllers normally come with wiring instructions for these plugs; American controllers are normally wired Black to N ; Red to E , White to L

PART 2: Car Standards

The rules cover the following classes of car. The car standards have been divided into 5 sections (A to E). They are applicable as follows:-

Class 1 1/32 Grand Prix

The cars must comply with Sections A and B of these rules.

Class 2 1/32 Sports/GT

The cars must comply with Sections A and C of these rules.

Class 3 1/32 Saloon

The cars must comply with Sections A and C of these rules.

Class 4 1/32 Production

The cars must comply with Sections A, C and D of these rules. (This replaces the previous production class from 1 June 2003)

Class 4A 1/32 Super Production

The cars must comply with Sections A, C and D of these rules.

Class 5 1/32 Club Team Championship

The cars must comply with Sections A and C of these rules

Class 6 1/24 Open Group 12

The cars must comply with Sections A and C of these rules.

Class 7 1/24 Eurosport

The cars must comply with Sections A and C of these rules.

Class 8 1/24 Production

The cars must comply with Sections A, C and E of these rules.

Eligible Bodies

There are BSCRA approved body list for each class. Only bodies on the BSCRA approved body list for the class are eligible. (See rule A4)

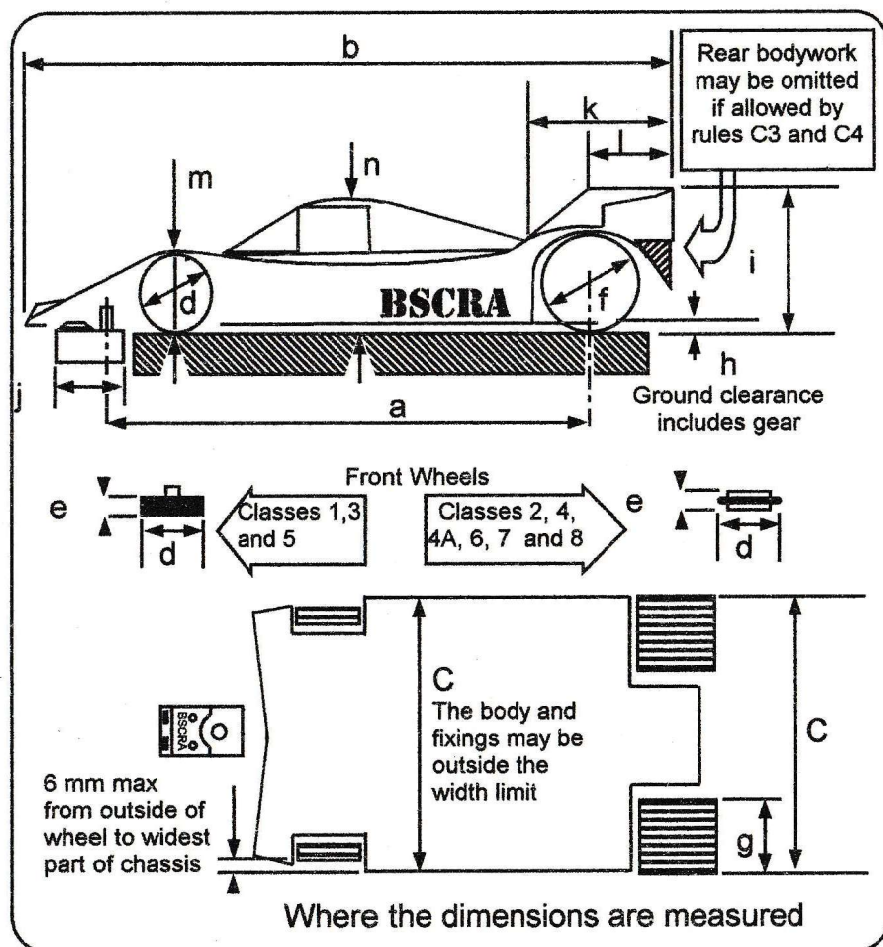
In class 1 the approved body list consists of cars raced in a World Championship Grand Prix since 1st January 1991.

For classes 2, 4, 4A, 5, 6 and 7 the approved body lists consist of Sports or Sports racing car which has raced in the Le Mans 24 hours, American Le Mans Series, SRWC IMSA GTP or World SportsCar, FIA GT Championship, FIA Group 5, 6 or 7, the World Endurance Championship, Can-Am, or Interserie in any year.

For classes 3 and 8 the approved body lists consist of closed saloon cars which has raced or rallied in the in the BTCC, DTM, ITC, Group 1 or 2, or NASCAR or in the World Rally Championship or National Rally Championship in any year.

Part 2 Section A Car standards applicable to all cars

- A1 The dimensions of all cars shall be within the limits in Table 1:-



BSCRA approved body list may be used even if they are outside these limits.

NOTES on Table 2

vi) From 1 Jan 2004 1/24 Eurosport body dimensions will be changed and a number of existing bodies will be removed from the approved list.

vii) Dimension n is measured to the highest point over the cockpit area. (The roll over bar or roof or air box - which ever is higher.)

A2. Only bodies on the appropriate BSCRA approved body list may be used. The bodies may not be modified (unless specified in the approved body list).

A3. Manufacturers or suppliers who wish to have new bodies added to the list will submit the bodies to the BSCRA Competition Rules Committee.

TABLE 1 – Car limits			1/32 Classes				1/24 Classes		
Class			1	2	3, 5	4, 4A	6	7	8
Dimension		limit	GP	Sports GT	Saloon Team	Prod	Open Gp 12	Euro-sport	Prod
Guide lead	a	max	110	105	107	Standard	no limit	no limit	Standard
Overall length	b	max	no limit	no limit	no limit	no limit	200	200	200
Overall width (see v)	c	max.	68	64	64	64	83	83	83
Front tyre diameter	d	min.	14	12.7	15	12.7	12.7	12.7	15
Front tyre width	e	min.	4	0.7	4	0.7	no limit	no limit	no limit
Rear tyre diameter	f	min.	no limit	15	15	15	no limit	no limit	no limit
Tyre width	g	max	16	16	16	16	21	21	21
Ground Clearance	h	min	0.5	no limit	no limit	no limit	0.5	0.5	0.5
Height at rear	i	max.	30	32.5	Sal 30 (see iv) Team - 32.5	32.5	38	38	35 (see iv)
Guide blade length	j	max	25	25	25	25	25	25	25

NOTES

i) All dimensions in mm

ii) Guide lead is the horizontal distance from the centre of the rear axle to the centre of the guide pivot.

iii) Minimum tyre diameters apply at the start of each race

iv) The Saloon height applies to the rearmost 10mm of the body in 1/32, and the rearmost 15mm of the body in 1/24. The roof may exceed this height. BSCRA may permit specific saloon bodies to exceed the rear body height limit.

v) The body and fixings may be outside the width limit. For Grand Prix chassis width limits see section B

Dimensions in Table 2 are for use in body approval and the guidance of body makers. cars will not be scrutineered to these dimensions. Bodies on the

TABLE 2	Class		2, 4, 4A, 5	6	7
			1/32 Sports GT / Prod /team	1/24 Open Gp 12	1/24 Euro- sport (see vi)
End plate length (see vi)	k	max	44	66	66
Length of top of endplate	l	max	21.5	25.5	25.5
Height of front wheel arch	m	min	13	15.5	15.5
Height of roll over bar/ roof/ air box	n	min	21.5 (see vii)	25.5 (see vii)	25.5 (see vii)

A4. NOTE The approved body lists will be published from time to time, and will be available on the BSCRA web site. Details can be obtained from the BSCRA Secretary

A5. Bodies must have major visible appendages, such as lights, intakes, engine detail, etc. must be shown in their correct positions and colours. Clear plastic bodies shall be painted. (This includes painting the body sides). Moulded in wings must be realistic in appearance (either by black dividing lines, shadow, or contrasting colours). Any requirements for specific bodies included in the approved body list are mandatory.

A6. All cars must carry clearly legible racing numbers in at least two APPROPRIATE places.

A7. All cars must have transparent windscreens and windows as found on the prototype.

A8. 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 just painted on.

A9. A free choice of motors is permitted in 1/32 Grand Prix, 1/32 Sports/GT and 1/24 Eurosport. Table 3 shows the motor restrictions that apply to the "restricted motor classes" 1/32 Saloon, 1/32 Team Race, 1/32 Production, 1/32 Super Production 1/24 Open Group 12 and 1/24 Production classes.

A10. In these restricted motor classes (listed in A9) Ceramic magnets must be used. Rare earth "cobalt" magnets are not permitted.

A11. Front wheels: The front wheels of all cars must make a minimum angle of 85 degrees with the track. In all cars except Grand Prix the outside edge of the front wheels shall be within 6mm of the outside of the chassis. 1/32 cars shall have black front tyres One-piece wheels and tyres shall have the appropriate part black.

TABLE 3 MOTORS ELIGIBLE		1/32			1/24	
		Sal. Team	Prod	Super Prod	O G 12	Prod
Mura, Champion / Pro Slot, and RJR Group 12 / 12+ with balanced and tagged arms	.513 dia. arm	yes	no	no	yes	yes
	.500 dia. arm	no	no	no	yes	no
Koford "feather" Group 12		no	no	no	yes	no
Mura Wasp/Super Wasp / Wasp+ ProSlot Super Wasp and RJR Hornet with tagged arms (balanced or unbalanced) (.513 or .518 diameter arms)		no	no	yes	no	no
Parma and Slotworks 16d, super 16d		no	no	yes	no	no*
JK Falcon		no	yes	yes	no	no*
PERMITTED MODIFICATIONS						
RJR or ProSlot 16d armature in Parma or Slotworks motor permitted		no	no	yes	no	no*
Quad magnets permitted		no	no	no	yes	no
Swapping of parts between different makes of motor permitted		yes	no	no	yes	no
Removal of a small amount of endbell plastic for chassis clearance permitted		yes	no	no	yes	no
Removal of a small amount of metal from the can for axle clearance permitted		yes	no	no	yes	no
Magnet shims and a magnet notch for axle clearance permitted		yes	no	no	yes	no
Plain (oilite) bearings mandatory		no	yes	no	no	no
Can end ball race permitted		yes	no	yes	yes	yes
Endbell ball race permitted		no	no	no	yes	no
Springs, and brushes are of free choice. Brush shunts may be fitted Endbells may be held on with screws. Commutators may be retrued		yes	no	yes	yes	yes
Armature shafts may be shortened		yes	yes	yes	yes	yes

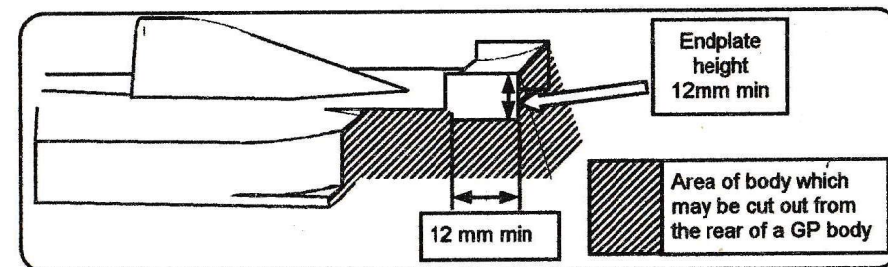
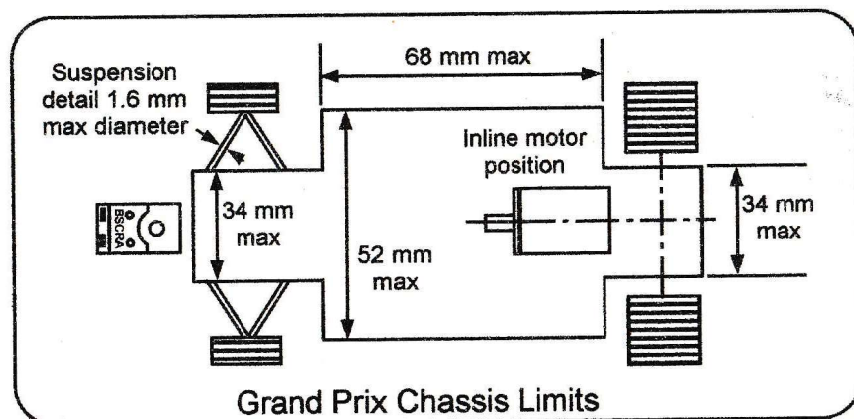
- A12. Gears are free, but on 1/24 cars they must not protrude below the underside of the chassis.
- A13. In 1/24 classes, the body must be painted in at least two different colours.
- A14. No projections downwards capable of guiding the car, except for the guide blade, and pick-ups are permitted. Only one guide is permitted.
- A15. Silicon based tyres are not permitted

NOTE on Table 3

* 16d / Super 16d and Falcon motors may be allowed in 1/24 production at the organisers discretion

Part 2 Section B: Car Standards Applicable to Class 1 (1/32 Grand Prix)

- B1. Rear body details (e.g. gearbox and diffuser) may be omitted.
- B2. No part of the motor, chassis or gears (excluding axles and axle tubes) shall be visible when viewed from above or through the windscreen.
- B3. There is no restriction on the type of drive that may be used, or which wheels may be driven except that all cars shall be "in-line" i.e. the motor shaft shall be at right angles to the rear axle.
- B4. The maximum width of the chassis is 34 mm except for the section no more than 68mm long between the trailing edge of the rearmost front tyre and the leading edge of the rear tyre where the maximum width is 52 mm. This limitation does not apply to scale engine or exhaust detail or suspension detail as found on the prototype. Suspension detail thicker than 1.6 mm rod or wire may result in disqualification. Suspension detail shall be in the correct position and may not be filled in with lead or other weights. Up to 4 body mounting pins will be allowed outside this 52mm limit.



- B5. Vacuum formed plastic bodyshells only are permitted and these shall not exceed 1 mm in thickness at any point. No weights may be attached to the body so as to be outside the chassis width limit. The diagram above shows what can be cut out.
- B6. Front Wheels must touch and roll on the track.
- B7. Unmodified GMS Devil chassis shall be allowed to race in Grand Prix. The chassis width, and guide lead rules shall not apply to this chassis, but all other car standards in Sections A and B shall apply.
- B8. The section of extra bodywork either side of the nosecone to cover the chassis shall be painted or marked in black or gray.

Part 2 Section C: Car Standards Applicable to Closed Wheeled Cars

(1/32 Class 2 (Sports/GT), Class 3 (Saloon), Class 4 (Production), Class 4A (Super Production) and Class 5 (National Club Team Championship) cars and all 1/24 Class 6 (Production) Class 7 (Eurosport) and Class 8 (Open Group 12) cars).

- C1. Where the prototype has closed wheel arches the competitor may choose to cut them out or leave them in. In all other cars all road wheels shall be visible from the side. The front wheelarches need not be cut out provided they are left unpainted and the wheels are visible from the side. All road wheels shall rotate.
- C2. The rear bodywork of Saloon bodies (classes 3 and 8), as fitted to the prototype, must not be omitted.
- C3. In 1/32 Sports bodied cars (classes 2, 4, and 5) the rear bodywork may be omitted only where:-
- The original car did not have rear bodywork. OR
 - The wing is the rearmost part of the bodywork.
- C4. In 1/24 Sports bodied cars (classes 6, and 7) the rear bodywork may be omitted.
- C5. No part of the motor, chassis or gears shall be visible when viewed from above or through the windscreen or windows.

- C6 There is no restriction on the type of drive that may be used, or which wheels may be driven except in Production (see Section D)

Part 2 Section D: Car Standards Applicable to class 4 & 4A (1/32 Production and 1/32 Super Production)

D1. The difference between Production and Super Production is the motor (See A9, A10 and Table 3)

D2 Chassis specification for both classes: The following chassis only may be used:

'Eurotoy II'

'Parma International 32'

GM Demon

The chassis must be fitted with plain bearings (no ball races) and unmodified apart from the following permitted modifications:

D1.1 Addition of lead ballast. This must be glued to the top of the chassis.

D1.2 Addition of up to 4 body mounting pin tubes using glue or solder.

D1.3 Addition of piano wire braces to strengthening the rear axle supports and motor bracket only, using glue or solder.

D1.4 Fixing the chassis screws (only fitted to Eurotoy 11), rear axle bearings, front axle wheel retainers and motor only using glue or solder

D1.5 Rear axle bearings may be changed but must be of the "oilite" type

D1.6 A wire brace may be soldered to the Demon Chassis across the pan stop. This wire brace must be a single straight piece of wire a maximum of 1.6mm diameter and 22mm length, and may only be soldered to the side rails not the centre stop.

D1.7 The tags at the front of a Demon chassis be can bent.

D1.8 The holes in the motor bracket may be enlarged for motor clearance, provided the outside profile of the bracket remains unchanged. The holes for the back axle bearings may be enlarged.

D1.9 The minimum axle height measured from the bottom of the chassis to the top of the axle is 8.6 mm for cars with 3/32" axles and 9 mm for cars with 1/8" axles.

D1.10 The front axle of a demon Chassis may be cranked and pass through the holes pivoting the pans.

Part 2 Section E Car Standards applicable to class 8 (1/24 Production)

E.1. Only the following mass produced 2 part stamped metal chassis of one material are permitted:-

New chassis must be approved by the organisation six months prior to the first

Parma Flexi car (hot wing permitted)

Champion Astro'

Parma Flexi-2 (hot wing permitted)

'Champion Turbo Flex'

Parma Flexi-3 (steel version)

'JK. Cheeta.'

Parma Flex 4 (from 1 June 2003)

RJR Storm

Mossetti Titan (from 1 June 2003)

Trinity Spyder' (with or without guide loop)

event of the current series/season. Chassis may be deleted if they have not been used in the previous year's competition.

E.2. Chassis set-up and modifications:

i) Oilite bearings only. Maximum two axle bearings.

ii) No hollow axles.

iii) The chassis must not be bent from its original shape or altered as such to change ride height.

iv) Pin tubing is allowed.

v) The holes in the motor bracket may be enlarged for motor clearance, provided the outside profile of the bracket remains unchanged.

vi) The holes for the back axle bearings may be enlarged.

E.3. Parts which may be soldered:

i) Front wheel retainers.

ii) Pin tubing.

iii) Motor and lead wire, lead wire clips.

iv) Axle oilites.

v) Piano wire bracing soldered to rear of chassis only.

vi) Front axle may be soldered where it passes through the holes provided on the chassis plates for mounting.

E.4 Lead may be fixed to the top of the chassis as ballast.

E.5 The front wheels shall be rigid.

E.6 The height of the body when measured from the track surface shall be either:-

a) A minimum of 15 mm to the top of the vertical part of the moulded front wheel arch.

OR (b) A minimum of 18 mm to the centre of the bonnet over the front wheel centre line.

E.6 The minimum axle height measured from the bottom of the chassis to the top of the axle is 8.6 mm for cars with 3/32" axles and 9 mm for cars with 1/8" axles.

PART 3:

National British Championships 1/32 scale

- 1 The Association shall each year hold a meeting or meetings to decide the National British Champion for 1/32 scale slot racing 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 three overall Championships, which are open to all grades of driver, there will be the following separate finals

In Classes 1, 2 and 3 at the Nationals Open to Division 1 (including Division 2 and Novice) drivers only.

In Class 3 (Saloon) at the Nationals Open to Division 2 (and Novice) drivers only.

- (d) Individual Production Class (BSCRA Class 4).
- (e) Club Teams.
- (f) Constructors.

2. Individual Championships

2.1 Overall, - all BSCRA members are eligible to race in the Overall Championships.

2.2 Division 1: all BSCRA members are eligible for Division 1 except:

- i) The Overall National Champions in each open class in the last five years.
- ii) Any finalist in the Overall National Championships in each open class in the last two years (with the current eight lane track, this means the top eight).
- iii) The top ten drivers in the Overall National Championships in each open class in the previous year.
- v) The previous year's Division 1 National Champions in each open class.

2.3 Division 2: all BSCRA members are eligible for Division 2 and Production except:

- i) Previous National Champions in Production, Division 2 Saloon, Novice Saloon or Formula 32 (pre 1983). Also in Saloon, GP and Sports/GT.
- ii) Anyone aged over sixteen on January 1 of the Championship year concerned who the last 10 years has finished above the bottom 10 places in an overall individual National Championship with less than 50 competitors. AND / OR in the top 40 in an overall individual National Championship with 50 or more competitors
- iii) Anyone aged under sixteen on January 1 of the Championship year concerned who has finished in the top 24 places in an overall individual National Championship in the last 10 years.

iv) Anyone who has ever been in the premier grade.

v) Anyone who has ever been in an overall individual National Final.

i) Anyone who has been in the British Open Championship Grade B in the last 10 years.

2.4 Novice: all BSCRA members are eligible for Novice Production in their first two years of BSCRA racing above club level except:

i) Anyone who has raced in a Nationals Production final.

ii) Anyone who has raced in a Nationals Division 2 final

iii) Anyone who is not eligible for Division 2 ("Division 1" or "Premier" drivers)

NOTE 1: Competitors who qualify for both overall Individual National Finals and Production may race in all applicable events in that year.

NOTE 2: Competitors who qualify for the overall or Division 1 National Final as well as the Division 2 National final may race in both finals.

NOTE 3: Competitors who qualify for both the overall and Division 1 National Final may only race in the overall final.

NOTE 4: Overall Individual National Championships are 1/32 Sports/GT, GP and Saloon

NOTE 5: The Championship year concerned is the year when the result was achieved, not the current year

2.5 Allocation of National Qualifiers

(a) The overall National Champion in each 1/32 class (Saloon, Grand Prix, and Sports/GT)

(b) The top 5 points finishers in the 1/32 BOC, will qualify for the 1/32 Nationals in all 3 class. (If one National Champion is in the top 5 BOC places, the 6th. place BOC driver will qualify etc.). NOTE this is under review for 2004. After these 6, 7 or 8 places are allocated, the remaining Nationals places will be distributed as follows.

(c) Saloon Overall: A total of 70 places are allocated.

13 places in each class shall be allocated in as near as possible direct proportion to the Area's membership not eligible for the Division 1 who have not qualified in (a) or (b) above. The council may allocate an extra place to the Area organising the National Championship. The remaining 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 Division 1 who have not qualified in (a) or (b) above.

(d) Grand Prix and Sports/GT Overall: A total of 50 places are allocated.

13 places in each class shall be allocated in as near as possible direct proportion to the Area's membership not eligible for the Division 1 ("Premier" drivers) who have not qualified in (a) or (b) above. The council may allocate an extra place to the Area organising the National Championship. The remaining 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 Division 1 who have

not qualified in (a) or (b) above.

(e) Production: Thirty places shall be allocated to the Areas in as near as possible direct proportion to the Area's membership eligible for Division 2 and Production.

2.6 The membership for each Area is that registered at February 1st preceding the National Finals. In order to qualify for the individual National Championships drivers must be BSCRA registered members by February 1st that year.

2.7 Each Area shall arrange at least two meetings among its members to decide the qualifiers and shall inform all interested members of such arrangements.

2.8 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.

2.9 During the heats at the National Finals all drivers shall Marshall the heat following their own. Should they fail to do so when asked then their best heat time in that class shall be forfeit. Drivers may be excused from marshalling at the discretion of the race controller.

3. Club Team Championship

3.1 Each club may enter one team in the National Club Team Championships, provided that the club is affiliated to BSCRA by February 1 of that year. Where an area is not represented by a team and there are insufficient drivers from any one club in that Area to form a team, a club from that Area may race by using one guest driver who is a registered member of that Area. The other drivers in the team must all be BSCRA registered members of the club at the time of the event. The same drivers need not be used in each event.

3.2 Teams shall be required to enter the National Team Championship Final in advance, paying an entry fee which shall be non-returnable even if the team do not race. The Council shall set the fee and entry date, which shall be at least one month before the race.

3.3 The Association shall organise whatever additional meetings are necessary to reduce the number of teams entering to that which can be catered for at the National Finals meeting.

3.4 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/she is driving for.

3.5 Any person who has raced for one club in an event leading up to the Team Championship shall not race for another club in the Team Championship during the same season.

3.6 The race format shall be as follows:-

i) Each Team shall consist of four drivers and two cars.

ii) The National Team Race shall be run with all the teams competing in one race, with rest periods as necessary. The running time for each team will normally be 3 hours running time, except where there are more than 12 teams or when the time available at the venue dictates shorter duration.

iii) 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 purposes of this rule "race" shall include repairing the car or waiting for it to be repaired if this is necessary during the driving periods. Repairs to the car may only be made during the running time of the race.

iv) 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

v) The winners will be the team covering the greatest distance. Ties shall be decided by the distance covered in the segments starting with segment 1.

vi) Driver changes are only permitted at the times designated by the Race Controller. The track shall be switched off during driver and lane changes.

vii) At the National Team Race, all competing teams will have both their car impounded as necessary to ensure equal preparation time.

4. Constructors Championships and Best Presented Body

4.1 At the National Individual Finals each year, a trophy shall be awarded to the constructor of the most successful cars. The results will be decided on a points basis, 24 for first .. 1 for 24th. in each of the 3 overall classes, and each constructors 3 best placed cars in each class are eligible for points.

4.2 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 practical on a genuine slot car.

4.3 At the National Individual Finals each year there will be a best presented body prize for each class of racing (Production, Division 2 Saloon, Overall Saloon, Grand Prix, and Sports/GT). The best presented body awards at the Nationals shall be judged by a panel of 3 judges selected at the meeting. Only drivers competing in the class are eligible to enter. Only bodies painted by the driver are eligible. Bodies may only be entered in one class and may not be entered in subsequent years. The winning car must complete one heat with at least 70% of the laps of the fastest heat in that class.

5 General

5.1 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 15 m to the lap, marked out in sections of 1/10th. of a lap or less.

5.2 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.

5.3 In Area events, it is recommended that all cars qualifying for semi-finals, sub-finals and finals shall be scrutineered before those events are run.

5.4 Drivers may accumulate points in only one BSCRA Area's qualifying events leading to Individual or Club Team National Finals in any one season.

5.5 Driving permits should be carried by all members whilst participating in an official BSCRA Area or National Championship Meeting.

5.6 All Competition Rules, Racing Classes (as specified in Part 3, 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 and British Open Championship events. 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 1: Clubs wishing to insist on these additions must give competitors written notice of them before the day of the event. However, Part 5, Rule 6 does not give organisers the right to modify Competition or other Rules in the events specified in this Handbook.

NOTE 2: Races which are not part of the above Championships (such as club racing) are free to adopt all or any part of these rules. (For example different bodies may be used). However, it is important that competitors are informed of the rules prior to the meeting.

5.7 The Victor Ludorum Trophy at the National Finals shall be calculated by adding the points obtained in each class overall. Points shall be allocated 50 for first place, 49 for second, etc. down to one point for 50th place.

5.8 At the National Finals. The organisers may require post race scrutineering of motors for all the overall Saloon, Division 2 Saloon and Production Finals. The organisers may decide that any cars taking part in the final will be impounded after the race and then scrutineered. Any infringement will result in disqualification. and the driver being notified in writing. The driver will then have thirty minutes from receipt of such notification to lodge any protest and the appropriate fee with race control. The protest will be considered by the stewards and their decision will be final. The protest fee shall be returned to the competitor if the protest is upheld.

PART 4:

National British Championships 1/24th Scale

The Association shall each year hold a meeting or meetings to decide the National British Champion for 1/24 scale slot racing in the following classes.

- | | |
|------------------------------------|-----------------|
| (a) Individual Open Group 12 | (BSCRA Class 6) |
| (b) Individual Eurosport | (BSCRA Class 7) |
| (c) Individual Production Group 12 | (BSCRA Class 8) |

These classes will be open to all members.

PART 5: Competition Rules

1. The organisers shall appoint a race controller, three Stewards - at least two of whom shall be visitors and sufficient scrutineers to run the event efficiently.
2. The race controller shall have general control of the meeting. He may stop a race for reason of a false start or other reasons and order a re-run. Any question arising out of the running of the meeting shall be referred to the Race Controller whose decision shall, subject to the over-riding decision of the stewards, be final.
3. A rerun is required if the laps achieved by one or more competitor cannot be established to the Race Controllers satisfaction.
4. A track call for a car in an unmarshallable position will normally result in the race being suspended until the car is marshalled.
5. An aggrieved competitor has the right of appeal to the Stewards. The appeal must be lodged before the commencement of the next race, unless the appeal concerns track conditions which become apparent in that race. Should the competitor not be satisfied with the ruling of the Stewards and the Competition Secretary is present at the meeting, they may refer the question at issue to the Competition Secretary and at least two other Council members for a ruling. The stewards decision can only be reviewed after the meeting if the Competition Secretary decides that the question at issue may have a direct bearing on BSCRA racing in general. In this case the question at issue shall be decided by at the Competition Secretary and at least two other Council members. The review may set a precedent for all future meetings, but the result decided on the day will stand.
6. Supplementary Regulations and entry forms shall specify the classes to be raced, the format of the racing, and any variation to the Competition Rules. Supplementary Regulations will specify if home members are allowed to race. If no variation is specified, these Competition Rules shall apply.
7. Entries received after the official closing date shall not be accepted.
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. The track power shall be turned on for familiarisation laps for a minimum of thirty seconds before each three minute race and for one minute before longer races.
11. 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.
12. If, when a race is started, all the cars do not leave the starting grid, the Race Controller 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.

13. If, at the first corner, half or more of the cars are deslotted, the Race Controller shall stop the race and order 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.
14. Any finals, sub-finals or 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.
15. In finals, sub-finals and semi-finals, the fastest driver has first choice of lane, the second the second choice of lane and so on until all the lanes are taken.
16. 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 others are then withdrawn. A competitor must race one of the cars he qualified with.
17. A driver may remove, or ask to have removed, his car from the track at any time during the 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.
18. The Race Controller 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 Race Controller is satisfied with the repairs or corrections that have been made.
19. If a track fault has caused a race to be stopped, the repair takes more than thirty seconds and the race has completed less than one minute duration, the race shall be declared void and restarted. When the race has run for a minute or more prior to the race being stopped (and some competitors were not affected by the fault) the race will be completed and any necessary re-runs arranged.
20. 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.
21. In events where home members are not allowed to race, competitors shall not race or practice on the circuit in the month preceding the meeting. (If home members are allowed to race this does not apply.)
22. Competitors who have driven on the track used for the National Finals in the four months prior to the event, other than in official practice or races at BSCRA National meetings, will not be allowed to race at the meeting.
23. Cars scrutineered before a race must comply with the rules as specified in Part 2 of this Handbook.
24. If cars are scrutineered after a race, the scrutineer must be satisfied 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.

25. 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.

26 Conduct

- 26.1 Competitors must maintain acceptable standards of conduct at all times. In particular, the following are absolutely unacceptable:

Obscene or abusive language

Excessively loud or continued shouting

- 26.2 Race Controllers are responsible for ensuring acceptable conduct is maintained, particularly during racing. At the start of a meeting, the Race Controller must remind competitors of the standards required. Race Controllers are responsible for imposing sanctions as described in 26.3, 26.4, 26.5.

- 26.3 In the event of unacceptable conduct during a race the Race Controller must issue a verbal warning to the competitor concerned and keep a written record of this. The race may be stopped while the warning is issued and then resumed.

- 26.4 If the competitor continues or repeats unacceptable conduct the Race Controller must stop the race, and advise the offending competitor of the penalty to be applied. The race will then be resumed. The Race Controller must keep a written record of this.

- 26.5 Supplementary regulations or announcement shall state what penalties will be applied for conduct infringements. Generally this penalty will be the deduction of a number of laps. It is important that penalties are of a type which the stewards can reverse if they deem it necessary. Only in the most extreme cases will a driver be excluded from the race.

- 26.6 In extreme cases the Race Controller may impose the sanctions in 26.4 and/or 26.5 immediately if in the circumstances, competitors conduct warrants it. Any dispute over sanctions must be referred to the Stewards.

- 27 The organisers of a meeting are responsible for providing lane stickers. The driver is responsible for sticking appropriate lane stickers to his / her car.

28 Goop

- 28.1 Changing the grip conditions of the track either by adding goop or cleaning the track is only permitted as follows:-:

- i) Gooping or cleaning the track is permitted up to the end of official practice periods. NOTE this does not include the periods between races.
- ii) Tape cleaning is not permitted during races, but is permitted at any other time providing it does not interfere with cars being driven round the track. In addition the race controller may order a general tape cleaning period.
- iii) The race controller may permit re-gooping and/or cleaning any part of the track where an incident has changed the conditions. As far as reasonably practical,

the track will be returned to the conditions immediately prior to the incident.

- iv) The following restriction applies at the start of races and warm up laps for racing. Cars may only be placed on the start line or other section of the track specified by the organisers.
- v) Solvent may be added to the braid before putting the car on the track for the first time prior to each race. No goop or further solvent may be added before the end of the race. More than one car may be tried in the pre-race 'warm-up' but second or subsequent cars can only be put on the track in the position defined in rule 28.1 iv. It is not permitted to transfer extra goop/solvent to the track by using two or more cars with excess goop/solvent.

NOTE: For the purposes of this rule goop is any substance intended to be spread on the track surface, or likely to be spread on the track surface. Cleaning the track includes any action likely to remove or modify the goop on the track.

28.2 Tyre dressings containing oil of Wintergreen are not allowed.

29. When video recording of the start line is used, the following shall apply. The Race Controller may call for the video recording to be viewed. Drivers may lodge a request for the video recording to be viewed and lodge the appropriate fee with race control. Two stewards who have no vested interest in the outcome of the protest shall be appointed to view the video recording. The Race Controller shall advise the stewards which lanes are to be viewed and any other information he considers relevant. No other discussions are permitted prior to viewing the video. The viewing will be in a separate room if possible. The stewards decision will be final. The protest fee shall be returned to the competitor if the protest is upheld.

PART 6: 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 Co-ordinators 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.

NATIONAL BRITISH CHAMPIONS 1964-1989 (1/32)

	GRAND PRIX	SPORTS / G.T.	SALOON	TEAM RACE	Formula 32 (from 1971 to 1982)
1964	K.Stokes	J.Ramsdale	First held in 1966	Ashton-under-Lyne	Novice Saloon (from 1983 onward)
1965	G.Tapsel	J.Hedley		Beckenham	
1966	G.Ball	J.Essex	G.Kimber	Ashton-under-Lyne	
1967	N.Hinton	S.Davey	S.Broadbridge	Sidcup MCC	
1968	P.Ratcliffe	R.Coleman	R.Coleman	Coulsdon MCC	
1969	A.Aird	A.Aird	I.Jensen	Leicester	
1970	P.Enos	R.Birtles	P.Hore	Sydenham	
1971	R.Scott	R.Diggins	P.Hore	N.LondonSME	J.Dominy
1972	D.Cooper	A.Condon	P.Enos	N.LondonSME	R.Dominy
1973	P.Enos	P.Enos	R.Smith	N.LondonSME	J.Wilkinson
1974	M.Burnham	P.Firth	P.Firth	N.London SME	A.Mills
1975	P.Williams	M.Burnham	J.Ballard	N.London SME	G.Fitzsimmons
1976	S.Walker	P.Hore	P.Williams	S.K.D.	P.Crane
1977	I.Jensen	S.Walker	S.Barden	Ecurie Barnton	P.Young
1978	I.Jensen	S.Walker	S.Walker	Haydon MRC	S.Jenkins
1979	I.Jensen	S.Walker	I.Jensen	Ecurie Barnton	D.Paxman
1980	S.Walker	S.Walker	P.Hore	Ecurie Barnton	D.Croft
1981	S.Walker	S.Walker	S.Walker	Medway MAC	S.Bridle
1982	P.Hore	P.Hore	I.Jensen	N.London SME	M.Harrison
1983	G.Kimber	P.Hore / I. Jensen	P.Hore	N.London SME	Novice Saloon D.Harris
1984	M.Harrison	I.Jensen	T.Ryan	N.London SME	R.Mack
1985	C.Gooding	M.Harrison	G.Kimber	N.London SME	P.Tickner
1986	A.Lucas	C.Gooding	S.Mutimer	N.London SME	M.Yarnell
1987	M.Harrison	M.Harrison	T.Ryan	Ecurie Barnton	T.Garnham
1988	G.Kimber	D.Harvey	G.Mitchell	N.London SME	O.Fry
1989	D.Harvey	D.Harvey	D.Harvey	N.London SME	G.Harwood

NATIONAL BRITISH CHAMPIONS 1990 on (1/32)

	GRAND PRIX	SPORTS / G.T.	SALOON	TEAM RACE	Novice/D2 saloon
1990	T.Ryan	R.Cryer	D.Harvey	Bolton SC	M.Chadwick
1991	P.Hore	M.Harrison	D.Harvey	N.London SME	R.Berry
1992	B.Church	R.Cryer	R.Cryer	N.London SME	M.Read
1993	D.Harvey	D.Harvey	D.Harvey	N.London SME	S.Burder
1994	R.Cryer	R.Cryer	C.Gooding	N.London SME	J.Thomson
1995	J.Cleave	J.Cleave	C.Gooding	N.London SME	J.Cleave
1996	C.Gooding	G.Mitchell	J.Cleave	N.London SME	C.Thompson
1997	R.Hallums	B.Lawrence	J.Cleave	N.London SME	M.Kench
1998	C.Gooding	R.Hallums	C.Gooding	N.London SME	T.Crompton
1999	C.Gooding	C.Gooding	B.Saunders	Isle of Man	A.Paxman
2000	J.Watts	R.Cryer	C.Gooding	Isle of Man	D.Moore
2001	G.Mitchell	B.Saunders	G.Mitchell	N.London SME	C.Thomas
2002	B.Saunders	J.Cleave	J.Cleave	N.London SME	A.Southern

NATIONAL BRITISH CHAMPIONS - 1/24. Scale

	PRODUCTION	OPEN G12	EUROSPORTS	BRITISH OPEN CHAMPION- SHIP (first run in 1999)
1994	C.Gooding	C.Gooding/M.Kimber	C.Gooding	
1995	I.Fisher	P.Trigilio	J.Cleave	
1996	G.Mitchell	P.Trigilio	P.Trigilio	
1997	C.Gooding	A.Dunan	J.Cleave	
1998	J.Cleave	E.Mossetti	B.Saunders	
1999	C.Gooding	B.Saunders	B.Saunders	C.Gooding
2000	C.Gooding	C.Gooding	C.Gooding	B.Saunders
2001	C.Gooding	P.Harwood	B.Saunders	B.Saunders
2002	C.Gooding	B.Saunders	B.Saunders	B.Saunders
2003	C.Gooding	B.Saunders	G.Kimber	

For more information see the web site http://uk.geocities.com/slot_racing