

EAST DEVON SLOT RACING CLUB

2014 REGULATIONS

General regulations.

THESE BASIC RULES ARE FAIRLY STRAIGHT FORWARD. ANY CAR RACED THAT FALLS OUTSIDE THE REGS WILL NOT BE ELIGIBLE FOR POINTS.

All cars must run with 1/32 Scale **Hard Bodies**, no Lexan body shells, c/w Interiors and Glazing. No blacked out windows (tints are acceptable!) or Resilient Style Cars unless fitted with interior and glazing that is intended for the car, (Note this is specific to Ninco 1 cars which are the same as their more detailed equivalents) all the bits supplied by the same manufacturer, on one car. Cars in all classes must retain standard bodywork, no flares - no removing half the body height to lower the centre of gravity. If you are using a replacement body shell or complete kit you will need to paint it and ideally decal it. All cars must start racing (Heat 1) with rear wings in place if they are original equipment.

Chassis may be trimmed lightly & run loose to allow body rock. Strengthening and stiffening is necessary (on some models) and is permitted. Please take adequate measures to retain the body screws.

Weight may be added to the INSIDE (only) of all cars as required with the exception of Sidewinder Nascar.

Guides may be substituted in **all** classes except NSR 60s Classic Endurance Cars. NASCAR may ONLY use Slotting Plus item no SLPL2131/30 or SC1608, with the B-Nova Guide mod if you wish (it is not essential).

Motor choice is free in class 1 & 2; provided that the motor you choose is a direct replacement for the one you take out or it will fit using the relevant manufacturer supplied motor adapter and/or Motor mount. Aralditing it to the chassis isn't classed as a motor mount.. Motors may be glued into engine mounts and is highly recommended.

Wheels and tyres must be enclosed within the bodywork except open wheel category and should not be visible when the car is viewed from above. Some leniency will be exercised on this ruling where it is known that the standard car does not comply. SCX & Proslot for example.

Tyres must be made of rubber and be standard specification and supplied by recognised Slot Car Manufacturers (Scalextric, Ninco, SCX, Carrera, Slot It, NSR, MB Slot etc etc)

Please note: Silicon & Urethane Tyres and Traction Goop are banned they ruin the grip for everyone else! Also note that Scalextric Tyres from their Tuning Range are Silicon!

It is highly recommended that tyres be glued on to improve performance and **MUST** be dry when placed on the track.

Class 1.

Cars with Plastic/Metal gears and wheels with grub screws, up rated motors are all Permitted just adhere to the general rules above.

Class 2.

Cars with plastic wheels, gears etc.

Motor choice is free. Guides/Tyres are free

Older cars fitted with grub screw inline crown gears may run in this class.

See attached list of cars approved already.

Class 3.

Cars with standard inline or sidewinder only configured motor they come with.

Gears & wheels must be plastic and if possible the original fitments to comply

With the "spirit" of this class. At the very least replacements should be the same gear ratio

and wheels the same size/width. **Interiors should remain standard**

Guide/Tyres are free except where specified in individual categories.

Class UC.

Scratch builds. Must comply with the relevant General Regulations, Class Rules above and will be eligible to run in Classes 1, 2 & 3 depending on the running gear fitted.

Any 1/32 scale hard body may be used. They must be mounted on a plastic chassis. Slot.It HRS/HRS2 can run in Class 1 only. To be eligible to run in Class 3 an 18k Mabuchi S motor (Scalextric) as provided with the PCS Chassis Kit must be used.

Championship Points.

We will move away from the class system to a driver based calculation. There will be 3 divisions of Drivers, Pro, Pro-Am, & Gentlemen. In all divisions points will be awarded 10-9-8-7-etc regardless of the number of runners in the division on the night. To score points Pro must run a classified car. Pro Am drivers can race the same car in Nascar/Historic Road, Touring/Rally, GT1-3/LMP and GT3/Group C, as long as the car raced is legal for one of the categories in each pairing. Gentlemen Drivers whilst encouraged to run the correct car will still score points with an unclassified car that falls into the spirit of fair play.

Categories:

Note some categories have specific regulations not covered in the class regs above

LMP (Le Mans Prototypes) - Class 1

Le Mans Prototype Endurance Cars from 1998 to present day to include both open and hardtop cockpit cars. **See cars to run list for those that may have run prior to 1998**

GT Sports Cars - Class 1

Any GT car from the mid 90s onwards anything goes must comply in every respect with general regulations.

GT3 Sports Cars - Classes 1 & 2

Modern homologated (from 2007 to present day) GT3 Cars will be allowed to run with the motor configuration as it is supplied by the manufacturer. **This should be primarily a Ninco class, but you are welcome to run other brands as long as the motor configuration remains standard, gears and wheels etc are free choice as per class 1/2 regs.**

Also note that only Ninco JGTC Cars, GT Rally Cars that have been run in previous years at the club will also be allowed to run in this GT3 "only" class.

Touring Cars including Group 5 - Classes 1 & 2

This category is dominated by the Spirit Peugeot 406 Silhouette which is now out of production and difficult to get running well. Racer has a range of Group 5 cars which use the Slot.It A/W Motor Cradle and running gear. Some of you may have some old Fly Group 5 examples which could run in Class 1 or 2

Rally - Class 1 & 2

Cars represented by a manufacturer that have competed in the World Rally Championship or earlier connotations of it. Other cars that fall outside the criteria may be approved subject to a vote a minimum of a week before you want to run it.

See list attached of cars approved already.

Group C LMP/Endurance Cars - Class 1

Group C 1980s LMP Endurance Cars

1960 Classic Endurance - Class 1

Sports Cars raced in the 1960s and at a push the very early 1970s (71-73).

NSR Cars which must remain standard rear tyre compound is free choice. Other manufacturers cars may be used and can be modified but remember the NSR cars are the bench mark. Ask for extensive and detailed description of this new class if you feel the need.

Open Wheeled Racing Cars - Class 3.

Any open wheel car - All cars run with the correct width axles.

(As manufactured)

Historic Road (based) saloon cars - Class 3

Category 1. Pre 1989 must have original wheels/tyres. Intended for larger saloon cars (American muscle cars & Spirit BMW3.5CSL for example) NOT Group 5 cars however!!

Category 2. Pre 1967 (with no restriction on axle width) and/or up to 1988 but with a Rear wheel track maximum of 54mm. Wheels/Tyres are free choice but in keeping with the look of the car please

(Escorts, Spirit BMW2002, Minis, NSU, Trabant Corvette, JagXK120 for example)

NASCAR - Class 3 +.

Run them as they come. Loosen the Bodyshell glue in the motor true the original tyres.

Fit Sloting Plus Guide SLPL2131 or Scaleauto SC1608 only.

Scalextric sidewinders seem to work best

Weight may be added to inline versions only

Inline SCX cars must retain their SCX motor.

No SCX Pro Cars please

OTHER BITS OF INFORMATION.

Friday night is Race Night

We aim to open the doors by about 6.15pm. The more of you that are there the quicker the track gets put together, the more time there is to play before racing starts.

Racing starts at 20.00 sharp. This will give us time to complete all the races at a reasonable time.

Racing and marshalling

Every member is responsible for the smooth running of the nights racing.

It is simple - Be ready to race when it is your turn, and marshal when you should!

Being ready to race - several copies of the race order are printed off each night, tick of the heats as they run, remind the people close to you they are "on next race" if they do not look ready.

Lane rotation is as follows Blue, White, Red, Yellow & Green, so if your first race is in Yellow your second will be in Green then Blue then White and finally Red.

When you first check the race order sheet looking for the first heat you will be competing in also check who is in the heat before in your lane, you will be racing in the heat after them all night in the same lane.

Whilst racing please do not shout/swear at the marshals (unless they are asleep) **if being lapped by a faster car/driver back off and let him go** he will drag you around a lot quicker (that's why he is lapping you!) and you will learn something!

If your car breaks whilst racing by all means replace it with another car, **but you will only be awarded the laps you completed in the car that started the race.** Running a different car in subsequent heats is acceptable if you deem your original car unfit to run and your laps will count.

Be a good Marshal - (the most important thing you must do whilst at the club on a Friday) If you have just raced you marshal the next race. We aim to turn each race around in less than one and a half minutes. You have plenty of time to return your car to the safety of its pit box and make yourself available trackside next to the colored disc appertaining to the lane you have just raced in. In addition now having marshaled Blue corner you will have to marshal orange corner in the following heat.

Whilst marshalling watch only the area of track you are stood next to and pay attention! Your priority is to first clear the track of a deslotted car and secondly replace it in the correct slot without deslotted innocent cars in adjacent lanes, if this does happen **replace the innocent car first.** If you are unable to recover a deslotted car before it is hit by another car please **ensure you replace the innocent car first.** **Please note however that drivers who have not slowed down when they can clearly see or have been verbally warned their lane is blocked should NOT be deemed as innocent!**

There is a "what to get list" for new members and our website results page now has enough data to help you analyse what is competitive. The Classes above are now fairly clear; ask if you are not sure.

Monday night is Practice Night (Speak to Steve Blackmore for more info if required)

Doors open 7pm. The track is already built! Come along to 7 Glenthorne Road Exeter EX4 4QU any Monday/Thursday evening to tune/prep your cars for Friday or simply come along and practice your race craft.