

# EAST DEVON SLOT RACING CLUB

## 2015 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.

**Guides** may be substituted in all classes except NSR 60s Classic Endurance Cars.

**Motor Choice** - Read the specific category regs below which may stipulate a specific motor be used. Where no motor is specified 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.

**With the more specific category rules now in place the Class Rules are almost BUT not quite redundant**

### 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 stay with the 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 & Pro Am driver must run a classified car. Gentlemen Drivers **of less than 12 months membership** whilst encouraged to run the correct car will still score points with an unclassified car that falls into the spirit of fair play. **More appropriate** club loan cars will be available in 2015

### Categories:

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

#### LMP (Le Mans Prototypes) - Class 1

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

#### 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 - **DISCONTINUED IN 2015**

#### DTM/BTCC Touring Cars - Class 1

The benchmark car will be the Carrera DTM Cars

**Carrera** Can run with the new PLASTIC Slot.It Chassis, Standard zero offset INLINE motor pod (no suspension is permitted), orange short can motor (21.5k), 9/28 gearing, all components must be Slot.It. Rear Wheels are free choice but must be 17mm and fitted with trims to retain the look of the car. Front wheels **MUST** remain standard, all tyres may be trued down.

**Scalextric & Proslot** are permitted in sidewinder versions. Slot.it orange can motor and gears must be used if replacing the original equipment, original front wheels must be used, rear wheels must be the same diameter, all tyres may be trued down.

**Ninco, SCX & Fly** must use Slot.It Orange Can Motor (adapters may be required) and 9/28 gearing, original front wheels must be used rear wheels must be the same diameter, all tyres may be trued down.

**Rally.** - Class 1

Cars represented by a manufacturer that have competed in the World Rally Championship or earlier connotations of it.

All cars fitted with a motor pod must use the Slot.It Orange can motor inline. ONLY Ninco cars may run with a standard (or free choice but max rpm of 20k @12v) long can motor. Avant Slot cars must run in line with Orange Can motor.

**If you have other authentic rally cars that fall outside of this please put them forward and we will consider allowing them to run. Note that this is by prior arrangement NOT on the night you want to run it!**

**Rally Cars added and approved 2<sup>nd</sup> Jan 2015**

MSC Metro 6R4 with longcan inline motor

**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. **Will be revamped in 2016**

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 +. **DISCONTINUED IN 2015**

## 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.