



Real Motor Racing ... in Miniature

CLASSES & REGULATIONS

2025

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RULES

THESE BASIC RULES ARE FAIRLY STRAIGHTFORWARD.

ANY CAR RACED THAT FALLS OUTSIDE THE R&Rs WILL NOT BE ELIGIBLE FOR POINTS.

All club members will act in a way that does not reflect badly on the Club, other members or any visitors.

Marshals are there to ensure the track is kept clear and to put cars back into the appropriate slot(s). They are required to do their job efficiently but remember that they are not the reason your car came off. **Please respect the marshals.**

If you have just raced, you are required to marshal the corner corresponding to the lane colour you have just raced.

NB. Blue Marshal moves to Orange corner for the succeeding race.

There is a two minute interval between races and marshals should be at their post before the racers are ready. If there is an issue, let someone know!

Coloured lane stickers or tape should be clearly positioned on the bodyshell / windscreen of the car where a marshal can see it. Please do not put the sticker on a part of the car that will be covered by the marshal's hand or where a similar colour is shown on the bodywork. Ideally the windscreen is the correct place as no coloured bodywork is present there!

All cars must run with 1/32 Scale **Hard Bodies**, no Lexan body shells or lightweight 'glass'. Lightweight interiors are allowed unless stated otherwise. **No blacked out windows (tints are acceptable!) or one piece "super resistant" cars.**

NB. Does not apply in Open Wheel where 'Generic' ranges of Scalextric O/W cars (i.e. 'GP Racer') are acceptable.

Cars in all classes must retain standard bodywork - no flares and no removing half the body height to lower the centre of gravity.

If you are using a replacement bodyshell 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 a wing was part of the original equipment. Exception to this rule is the Carrera DTM spoilers but only if they are beyond repair, otherwise they must still adhere to the rule.

Chassis. The chassis should be for the car it was intended, it may be trimmed lightly and 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. **No metal chassis allowed.** 3D printed chassis are required in DTM with Carrera Models and as an option in Rally & GT.

Body screws. It is encouraged to use aftermarket body screws to allow better fitment, and movement to the shell whilst keeping the shell firmly attached.
Screws should be securely attached and ideally tape used to retain them in the event they become detached.

Weight may be added to the INSIDE (only) of all cars if required. Please ensure the weight is adequately attached.

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

Motor Choice: Read the specific category regulations 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, then it is permitted.

Aralditing it to the chassis isn't classed as a motor mount.

Motors may be glued into engine mounts, indeed it is highly recommended

Suspension: If suspension is permitted it is deemed as springs, magnets or rubber washers.

Wheels: 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).

If a car should lose a wheel / front or rear axle during a race, the car and offending wheel/axle should be removed from the track so as not to present an obstruction to those racing.

All cars must start the heat with all four wheels attached.

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 glue set when placed on the track.

* NSR sell a tyre compound that is coloured bright red. It is unclear whether this tyre compound is rubber or silicon. Due to uncertainty of both material and outright performance over approved tyres, the use of this **RED** compound is **NOT PERMITTED**.

Braid Conditioner:

Braid conditioner, if used, should ideally be applied before attending a meeting. If braid conditioner is used on a race night, the **braids must be wiped dry before placing on the track** for both practice and racing. (This is due to the solvent content of the conditioner lifting the track braid by dissolving the track tape adhesive)

Restarts:

Other than in the event of any breakdown in track power or timing system failure, a restart will only be countenanced if a lane becomes blocked by debris from another competitor's car – i.e. a body-screw or similar in the slot or in the event of multiple collisions under the bridge, or on the first and second corner on the first lap ...

Lane Usage:

In an ideal world we will race on all lane colours. However, when numbers dictate only three lanes are used, then the default lanes are Blue, Red and White. This will minimise contact with adjoining lanes to the benefit of both racers and marshals.

Where four lanes are used, to keep things even, it would be preferable to omit the centre (Red) lane.

Championship Points:

There are three divisions of Drivers, **Pro, Pro-Am, & Novice.**

Points will be awarded to all Pro & Pro Am drivers running a classified car 1st -20-2nd-19-3rd-18-etc regardless of division or the number of runners on the night. Drivers will drop their lowest score in each category. **NB. Where a driver misses a round they will score 0 and this will be deemed their 'dropped' score for that category.**

Novice Drivers of less than 12 months membership need only three cars GT, Saloon and Open Wheel (they will qualify for championship points). Loan Cars are also available

Categories/Classes:

Note some categories have specific regulations (see below) not covered in the general regs above.

LMP (Prototypes) from 1992 onwards – Class 1

Anything goes- but must comply in every respect with general regulations.

GT Cars 1997 Onwards

Anything goes, but must comply in every respect with general regulations.

Group C Endurance Cars 1983-1993 – Class 1

Anything goes, but must comply in every respect with general regulations.

Club cars

NSR 500 Abarths provided, prepared and repaired as necessary by the club. Cars will be lane specific and will NOT change lanes between rounds.

Cars will remain as per modifications proposed and implemented by Ron Lane.

Tyres will be 'cleaned' with tyre restorer after final heat and treated if necessary prior to practice.

Thereafter cleaning will only be with tape before each heat.

There is no pre-race practise but prior to each heat drivers will be allowed 2 or 3 sighting laps once all cars are on the grid

Group 5 (4th Gen 1976-1982) – Class 1

Racer Sideways cars only, must retain standard gears & interior/windows.

No Suspension, only the original yellow can motor or slot.it "yellow flat 6" motors are allowed.

The original adjustable mount may be changed for a more durable and easier to set up slot it **0mm offset-mount only.**

Guides, wheels and tyres are free choice,

DTM Cars – Class 1

Carrera DTM body shell with lightweight interior run on 3D printed Chassis, to run with anglewinder motor mount with free choice flat 6 motor.

All Wheels are free choice but **NO F1 wheels/tyres**. All tyres may be trued down.

The Club supply the (first) chassis and interior.

DTM cars from other currently available brands may be used in any motor configuration but not with a 3D Chassis

1960's Classic Endurance Cars from NSR Range – Class 4

NSR Cars which must remain completely standard.

No other manufacturer's cars may be used.

For clarification 'Standard' means NSR Shark motor supplied / 32z gear / 11z pinion / Standard guide and run with the correct wheel inserts supplied.

Only rear tyre compound is free choice.

Tyre width must not exceed original spec – (e.g., the only cars in this range to use 11mm width tyres are the Porsche 917 and Porsche 908, all others are narrower).

21x10 - NSR5236 Supagrip / NSR5237 Ultragrip – **21x 11** - NSR5241 Supagrip / NSR5242 Ultragrip

Historic Road (based)Saloon Cars up to 1990—Class 1

Must run with **original Mabuchi S can 18,000 rpm motor**, interior/glass and **original gear spec/ratio to be retained** i.e Sidewinder-36T crown + 9T pinion (3.00:1).

Wheels will ideally be fitted with appropriate inserts.

Open Wheeled Racing Cars – Class 1

Any open wheel car – **All cars must run with the correct width axles (As manufactured)**.

Tubing the front axle is allowed.

Must comply with general regulations.

Rally – Class 1

Cars represented by a manufacturer that have been represented in WRC (1997-Present), GpN (1982-2012), GpB (1982-1986), & Gp4 (1973-1983).

These groups represent the top level of rallying in the last 45 years, below in the addendum is definitive list, if it is not there it can't run.

Inline or Sidewinder configuration only. Motors are free choice. Motor pods are permitted

MSC Subaru must adhere to current 2024 rules (inline Orange Can Slot-It Motor)

NO NSR Cars for now as they are not readily available and NOT authentic!

*It has been noted that various Manufacturers make some very authentic rally cars but they are not always competitive.

You can run a car that is listed in the following Addendum using a 3D chassis sidewinder or inline only NO anglewinders!

ADDENDUM

Class info – as reflected in Website stats

Class 1

Cars with Plastic/Metal gears and wheels with grub screws, up-rated motors are all permitted unless specifically stated - .
Just adhere to the general rules above.

Class 4

Cars with standard inline or sidewinder configured motor they come with. Guide, Gears & Wheels must be the original fitments including inserts.
Rear tyres must be the same compound (i.e. Supergrip) – Zero Grip Front tyres may be substituted - dimensions as original.

Class UC

Scratch builds / Cars that do not comply with R&Rs*.

*** Novice drivers will be permitted to score points if running cars that are from other categories where an appropriate loan car is unavailable.**

ADDENDUM

Group 4 (1973-1983)

- Lancia Stratos HF
- Fiat 131 Abarth
- FSO Polonez 2000 Rally
- Ford Escort RS1800
- Ferrari 308 GTB
- Audi Quattro
- Alfetta GTV Turbodelta
- Alpine-Renault A110
- TalbotSunbeam Lotus
- Saab 96 V4
- Citroën DS21
- Citroën DS23
- Datsun 240Z
- Datsun 1800 SSS
- Peugeot 504
- Fiat Abarth 124
- Fiat Abarth 124 Rallye
- Wartburg 353
- Polski Fiat 125p
- Toyota Celica 2000GT RA40 & RA63
- Volvo 142
- Porsche 911
- Mercedes-Benz 450 SL
- Mitsubishi Lancer 2000 Turbo
- Opel Ascona 400

Group B (1982-1986)

- Audi Quattro S1
- Alfa Romeo Alfesud Sprint 6C
- Audi Quattro A1
- Audi Quattro A2
- Audi Sport Quattro S1
- Audi Sport Quattro S1 E2
- Citroën BX 4TC EVO
- Citroën Visa Chrono II
- Citroën Visa Mille Pistes
- Citroën Visa Trophée
- Daihatsu Charade 926 Turbo
- Daihatsu Charade DeTomaso 926R
- Ford Escort RS 1700T
- Ford RS200 E
- Ford RS200 E2
- FSO Polonez 2000
- Lada Samara EVA
- Lada VFTS
- Lancia 037
- Lancia Delta S4
- Mazda RX-7
- Mercedes 190E Cosworth
- MG Metro 6R4
- Mitsubishi Lancer 2000 Turbo
- Mitsubishi Starion 4WD
- Moskvich 2141-KR
- Nissan 240RS
- Opel Kadett 4S
- Opel Manta 400
- Opel Manta 400 4WD
- Peugeot 205 Turbo 16
- Peugeot 205 Turbo 16 Evo 2
- Peugeot 305 V6
- Peugeot 504 Pickup
- Porsche 911 Carrera
- Porsche 911 SC RS
- Porsche 911 Turbo RS
- Porsche 959
- Renault 5 Turbo
- Renault R5 Maxi Turbo
- Renault Alpine A310 V6
- SEAT FuraCrono 1.6?
- SEAT Ibiza Marathon
- Škoda 130 LR
- Subaru XT 4WD Turbo
- Talbot Horizon
- Talbot Samba Rallye
- Talbot Sunbeam Lotus
- Toyota Celica Twin-Cam Turbo TA64
- Toyota 222D

Group N (1982-2012)

- Subaru Impreza WRX STI
- Nissan Pulsar GTI-R
- Proton PERT
- Proton Satria Neo
- FSO Polonez 1600
- Ford Fiesta ST
- Ford Escort RS Cosworth
- Ford Sierra Cosworth
- Lancia Delta HF Integrale
- Mazda 323 4WD
- Renault 5 GT Turbo
- Mazda 323 GT-X
- Mazda 323 GTR
- Mitsubishi Lancer Evolution I
- Mitsubishi Lancer Evolution II
- Mitsubishi Lancer Evolution III
- Mitsubishi Lancer Evolution IV
- Mitsubishi Lancer Evolution V
- Mitsubishi Lancer Evolution VI
- Mitsubishi Lancer Evolution VIII
- Mitsubishi Lancer Evolution IX
- Evolution VII Evolution X
- Honda Civic 1.8
- Honda Civic Type R
- Toyota Celica GT-Four ST205

World Rally Car (1997 - current)

- Subaru Impreza WRC
- Subaru Impreza WRC GC 97
- Subaru Impreza WRC GC 98
- Subaru Impreza WRC GC 99
- Subaru Impreza WRC GC 2000
- Subaru Impreza WRC GD 2001
- Subaru Impreza WRC GD 2002
- Subaru Impreza WRC GD 2003
- Subaru Impreza WRC GD 2004
- Subaru Impreza WRC GD 2005
- Subaru Impreza WRC GD 2006
- Subaru Impreza WRC GD 2007
- Subaru Impreza WRC GE 2008
- Mitsubishi Lancer Evolution WRC
- Mitsubishi Lancer Evolution WRC2
- Mitsubishi Lancer WRC04
- Mitsubishi Lancer WRC05
- Citroën Xsara WRC
- Citroën C4 WRC
- Citroën DS3 WRC
- Peugeot 206 WRC
- Peugeot 307 WRC
- Toyota Corolla WRC
- Ford Escort WRC
- Ford Focus WRC
- Ford Focus RS WRC 00
- Ford Focus RS WRC 01
- Ford Focus RS WRC 02
- Ford Focus RS WRC 03
- Ford Focus RS WRC 04
- Ford Focus RS WRC 06
- Ford Focus RS WRC 07
- Ford Focus RS WRC 08
- Ford Focus RS WRC 09
- Ford Fiesta RS WRC
- SEAT Córdoba WRC
- SEAT Córdoba WRC E2
- Hyundai Accent WRC
- Hyundai Accent WRC2
- Hyundai Accent WRC3
- Hyundai i20 WRC
- Škoda Fabia WRC
- Škoda Octavia WRC
- Škoda Octavia WRC Evo2
- Škoda Octavia WRC Evo3
- Mini John Cooper Works WRC
- Suzuki SX4 WRC
- Volkswagen Polo R WRC