

EAST DEVON SLOT RACING CLUB

2010 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 Hard Body (no lexan body shells) original Chassis, c/w Interiors and Glazing as supplied by the Manufacturer. (No blacked out windows, 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!). Bodies may be repainted.

Chassis may be run loose to allow body rock.

Weight may be added to all cars as required with the exception of Sidewinder Nascars.

Guides may be substituted (Ninco guides work well, specialist wood track guides tend to be too deep).

No motor relocation is permitted. Motors may be glued into original engine mounts (and is highly recommended!)

Engine choice is free in class 1 & 2, provided that the motor you choose is a direct replacement for the one you take out or that will fit using the relevant motor brackets (Aralditing it to the chassis isn't classed as a motor mount). No modifications are permitted to the chassis. (You can't replace a Mabuchi with a Long Can motor or vice-versa).

Wheels and tyres must be enclosed within the bodywork except open wheel category.

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 Tyres are banned!

Class 1. Plastic/Metal gears and wheels with grub screws, up rated motors are all permitted just adhere to the general rules above.

Please note: Slot It & NSR Cars supplied by the manufacturer with Class 1 gears/wheels will remain in Class 1 even if fitted with plastic gears/wheels.

Class 2. Cars with plastic wheels, gears etc. No grub screws

Motor choice is free.

In Touring and Rally categories **only, some** anglewinders will have to run in Class 1 - We have listed some examples but there will be others please ask before spending your money if you really want to run in Class 2

Guides/Tyres are free.

Class 3. Standard Cars with standard inline or sidewinder configured motor they come with (no Anglewinders please), crown gears, & wheels must be plastic.

No grub screws

Glue in the motor - True the tyres, add a bit of weight and off you go!

Guide/Tyres are free.

Please note: the essence of class 3 is to provide a platform for new members to compete with their standard car.

Class P. Scratch builds. (If it's outside the regs, it's Class P!).
 Comply to the same Class Rules outlined above and will therefore run in Classes 1 & 2 depending on the running gear fitted.
 Any to scale hard body may be used. They must be mounted on a manufacturer chassis and run with standard running gear. On these vehicles wheels and tyres must fit under standard bodywork or the wheels must be fitted as close as possible to the chassis and then the body flared to cover the exposed tyres.
 (Pendle Slot now produces an adjustable chassis that could be utilised).

Categories:

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

World Sports Cars (WSC) -

Classes 1 & 2 plus Class 3 (if required)

GT Sports Cars (GT) -

Classes 1 2 & 3

Touring Cars -

Classes 1 2 & 3 Ninco Megane & Spirit Peugeot 406 Silhouette run in Class 1 regardless of running gear.

Rally.

Class 1 Ninco Porsche 997 run in Class 1 regardless of running gear
 Class 2 Modern
 Class 2 Historic

Supersport. - 1970s Sports Endurance cars

Classes 1 & 2

Open Wheeled Racing Cars.

Class 3. Category 1 Post (after) 1987.
 All cars run with the correct width axles.
 (As manufactured).

Class 3 Category 2. Pre (before) 1987.
 The new range of Scalextric narrow axle grand prix cars preferably running as they come.
 All cars run with the correct width axles.
 (As manufactured).

Historic Road (based) saloon cars.

Up to 1985 ish.

(All cars in Class 3) Class 3

Category 1. Must have original wheels/tyres intended for larger saloon cars
(American muscle cars & BMW3.5CSL for example)

Class 3

Category 2. Rear wheel track max of 54mm intended for Small Saloons
(Escorts, Spirit BMW2002, Minis, NSU, Trabant Corvette, JagXK120 for example)

Trucks.

Class 3.

Rear contrate/pinion can be replaced with slot it item of the same ratio as the standard gearing
Must also use original wheels and tyres.

NASCAR

Class 3 +.

Run them as they come. Loosen the Bodyshell glue in the motor true the tyres.
Strictly no other modifications allowed!
Scalextric sidewinders seem to work best
Weight may be added to inline versions only
No SCX Pro Cars please

Endurance.

GT Sports Cars (GT) -

Classes 1 2 & 3

Must run the same car all night

There are a number of changes to the 2009 regulations so we will review car categories or specific car classifications after each category has run at least twice in 2010.

Points.

3+ per class. 20-19-18-17-16-etc

2 per class. $\frac{1}{2}$ points.

OTHER BITS OF INFORMATION.

Friday night is Race Night

We aim to open the doors by about 7.15pm. 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 8.30pm. 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!

Be 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, Yellow, Red, Green, so if your first race is in Yellow your second will be in Red then Green and finally Blue. 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.**

Be ready to Marshal - 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 and then "volunteer" to marshal the white corner it needs doing **every** race! 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 deslotting 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**.

Nick has now put the 2010 race schedule together. The Endurance rounds avoid Bank Holiday weekends, the summer holiday period etc.

If you are still unable to attend an endurance round because the wife has booked a holiday that clashes or there is another justifiable reason why you can't make it (you will usually have some notice of this) let us know and we will either swap weeks or let you play catch-up. If you just don't turn up on the evening don't expect to catch-up!

We are planning to update the vehicle list and hope to have this exercise completed early in year. The Classes above are now fairly clear; ask if you are not sure.