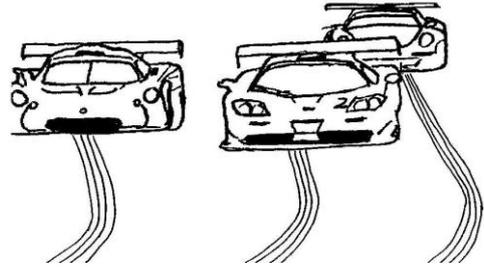


East Devon Slot Racing Club



2013 RULES & 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, 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 "should" start racing 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 Nascars

Guides may be substituted in **all** classes. Nascars may ONLY use Sloting Plus item no SLPL2131 or SLPL2130, 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

Max Motor rpm in ANY Category/Class 26k at 12volt (to date 20k Scaleauto & 21.5k Slot.It Boxer & Flat 6R motors have proved to be quickest). If you are currently running a car that was/is **FACTORY FITTED** with a motor above 26k @ 12v this will be permitted but we will review individual cases. No transplanting of the faster (over 26k) motors to other cars of the same brand or other brands will be allowed



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

Avant Slot, Scaleauto, Slot It, Racer, NSR and some MSC Cars supplied by the manufacturer with Class 1 gears or wheels will remain in Class 1 even if fitted with plastic gears or wheels

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 configured motor they come with, therefore no Anglewinders. 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

Guide/Tyres are free except where specified in individual categories

Class P

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.



Categories:

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

LMP (Le Mans Prototypes) formally WSC - Classes 1 & 2

Le Mans Prototype Endurance Cars from 1998 to present day to include both open and hardtop cockpit cars

GT1,2 & 3 Sports Cars - Classes 1 & 2

NOTE:- On some nights ONLY Modern homologated (from 2007 to present day) GT3 Cars will be allowed run

Also note that 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 See the calendar!!!

Modern Touring Cars & Historic Grand Touring Group 5 Cars - 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 have just launched 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. NO modern GT Cars

Super Sport/Group C+GT Group 5 - Classes 1 & 2

Category a 1960/70s Sports Cars up to 1975

Category b Group C/Grp 5 Cars up to 1992

Open Wheeled Racing Cars - Class 3

Category a 1987 & onwards - All cars run with the correct width axles
(As manufactured)

Category b Up to & including 1986 - All cars run with the correct width axles
(As manufactured)



Historic Road (based) saloon cars Class 3

Category 1. Pre 1988 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 1961 (with no restriction on axle width) and/or up to 1987 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 Bodysell glue in the motor true the original tyres. Fit Sloting Plus Guide SLPL2131 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

Championship Points

20+ per class 15-14-13-12-etc **15+ per class** 13-12-11-10-etc

5+ per class. 10-9-8-7-etc **4 per class.** 8-7-5-4 **3 per class** 7-5-3

Less than 3 in a class and you will have to join the class above, in the categories with only class 3 you will be classed as UC and awarded 1pt less than the lowest scorer to a maximum of 5pts

New members will be loaned cars wherever possible, in the event that they run an Unclassified Car (UC) they will still be awarded points as per the position they finished regardless of whether the car they ran was of the correct category or class

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



OTHER 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 8.00pm 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 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**. **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!**

