



Melton & District Model Club

Slot Car Section

Senior Club Rules 2019

1. Technical Regulations

1.1. Classes

1.1.1. General

- 1.1.1.1. Each Championship will be designated as belonging to one of two classes; 'Standard' or 'Modified'.
- 1.1.1.2. Cars from either class must also meet any of the following technical or 'Championship' specific rule.
- 1.1.1.3. Cars with modifications, changes or parts not explicitly permitted under any of the regulations will be deemed illegal.
- 1.1.1.4. Any car may be used if it does not meet the technical regulations (excluding "Grand Prix Style" rounds), but heat scores will not be counted. Drivers must not deliberately interfere with any other racing.
- 1.1.1.5. Car 'Manufacturer' is defined as the Body, Chassis and Running Gear.
- 1.1.1.6. Any replacement parts must be, or have been previously, commercially available.

1.1.2. 'Standard' Class

- 1.1.2.1. A class for "Box Standard" cars in original specification with light race preparation.
- 1.1.2.2. Any replacement parts must match or be of equivalent specification.
- 1.1.2.3. Cars found to be against the spirit of being "box standard" will be deemed illegal.
- 1.1.2.4. Any Cars not listed on the 'Manufacturers' list (excluding single-make series), may be eligible if they are of equivalent specification, with agreement of 2/3rd of the members present that round.

1.1.3. 'Modified' Class

- 1.1.3.1. An open class for cars with a higher level of freedom in parts and preparation.
- 1.1.3.2. Any replacement parts may be used, if it meets all other technical regulations.
- 1.1.3.3. 'Standard' class cars can be used as long as it meets the 'Championship' restrictions.

1.2. General

1.2.1. Axles

- 1.2.1.1. Maximum axle width is 65mm.
- 1.2.1.2. Rear Axles may be changed but the overall width of the car must not be greater than the original
- 1.2.1.3. Wheels must not protrude from the arches, unless standard to model. In the event of dispute reference will be made to the manufacturer's images.
- 1.2.1.4. Front Axles may be changed from solid to independent or vice versa.
- 1.2.1.5. Axle stoppers secured with Grub screws may be installed alongside push on plastic stoppers on the rear axle of 'Sidewinder' cars in 'Standard' class to prevent slipping. Placement is completely free in 'Modified' class.
- 1.2.1.6. Free floating spacers may be used to limit sideways movement on front axles.

1.2.2. Chassis and Bodies

- 1.2.2.1. All cars must run with matching (including replacement) full body and chassis.
- 1.2.2.2. All chassis parts, including motor mounts, must be plastic.
- 1.2.2.3. Minor part omissions, resulting from crash damage will be tolerated. i.e. mirrors, light lenses etc. Rear spoilers must be firmly attached at the start of racing.
- 1.2.2.4. All bodies must be complete with interior and driver.
- 1.2.2.5. The use of 'vac form' bodies is not permitted.
- 1.2.2.6. 3D Printed chassis can be used in 'Modified' classes, but must be of matching design, excluding any motor mounts.
- 1.2.2.7. Modifications to the chassis are strictly prohibited, including the cutting or filing to accommodate motor adaptors.
- 1.2.2.8. Wheel arches may be filed down to allow movement of wheels, but must be performed sympathetically.
- 1.2.2.9. Chassis or Body Lugs and Exhausts impeding 'body rock' can be removed.
- 1.2.2.10. Screws holes are not required to be covered, however if any failure occurs, all screws must be fully secured for the next race. Any subsequent failures will result in the car being excluded.

1.2.3. Guides

- 1.2.3.1. The use of any replacement guide is permitted, providing this is achieved using proprietary adaptors or bushings and providing this does not require excessive cutting or modification of the chassis.
- 1.2.3.2. Hard wiring of any Scalextric or SCX quick fit guides is permitted.
- 1.2.3.3. It is recommended that any coloured guides be swapped to a black equivalent to avoid miscounted laps.

1.2.4. Wheels and Hubs**1.2.4.1. General**

- 1.2.4.1.1. The requirement for all wheel hubs and inserts on the car to be an exact match is not required, though replacements must be of an appropriate style for the era and class of car.

1.2.4.2. 'Standard' Class

- 1.2.4.2.1. Replacement hubs must be of the same material as originally fitted and be of the same size (diameter and width) as the originals.
- 1.2.4.2.2. Wheel inserts must be installed at the start of each heat.

1.2.4.3. 'Modified' Class

- 1.2.4.3.1. Wheel inserts must either be fully installed or removed.

1.2.5. Tyres

1.2.5.1. General

- 1.2.5.1.1. Replacement tyres from different manufacturers are allowed, but must meet the compound as specified in the 'Championship' restrictions
- 1.2.5.1.2. Tyres may only be cleaned with the following: Lighter Fluid, Stain Devils, 3-in-1 Oil and Tape. The use of other proprietary cleaning or treatment liquid is strictly prohibited. It is preferred that all cleaning liquids be kept in their original container.
- 1.2.5.1.3. All Tyres must be touch dry when placed on track and not leave a residue. This applies at all times, including during any practice time.
- 1.2.5.1.4. Tyre compounds must match that permitted for its Championship, these fall into the following categories;

1.2.5.2. 'As Fitted' Tyres

- 1.2.5.2.1. The tyres / compound fitted as standard to the model being used.

1.2.5.3. 'Option' Tyres

- 1.2.5.3.1. Only the following specified compounds are allowed; Ninco (Any), SCX (Standard) and Slot It ('P' Series & F22).

1.2.5.4. 'Free' Tyres

- 1.2.5.4.1. Any black Rubber compound tyres are allowed. The use of urethane, silicone or sponge and gloop tyres is not permitted.

1.2.6. Motors

- 1.2.6.1. Upgrading the motor models to the maximum permitted in that particular 'Championship' is permitted, providing this is achieved using proprietary adaptors.
- 1.2.6.2. Modifications or alterations to Motors are strictly prohibited.
- 1.2.6.3. SCX Motors may be hard-wired.
- 1.2.6.4. Plastic pinions may be swapped for metal 'press-on' equivalents.

1.2.7. Weight

- 1.2.7.1. Weight cannot be removed from either the body or chassis, whether by cutting or other means. This includes lights and lighting circuits, which can be disconnected but not removed.
- 1.2.7.2. Weight may be added to the car, via lead or other materials, but must be fixed securely to the chassis.
- 1.2.7.3. Magnets may be removed or moved to another position on the chassis to aid weight distribution.
- 1.2.7.4. Scalextric DPR hatches may not be removed. If a 3D printed chassis is 'DPR Ready', a DPR hatch must be installed.
- 1.2.7.5. Lexan interiors can be used in 'Modified' classes, but must not be see-through and include at least a painted driver.

1.3. Rally Championship

1.3.1. General

- 1.3.1.1. Any Two or Four wheel powered Rally Car.
- 1.3.1.2. Cars which have been raced in the WRC or other major events, the use of modern GT derivatives is NOT permitted.
- 1.3.1.3. All cars must be fitted with Driver and Co-driver.
- 1.3.1.4. The upgrading or downgrading of 2WD or 4WD motors is not permitted.
- 1.3.1.5. Chassis elements that protrude through the body (e.g front grilles) that restrict body rock can be removed, but must be secured back into place on the body. This must be completed sympathetically with as little loss of material from the chassis as possible.

1.3.2. Car Restrictions

- 1.3.2.1. **Class:** Standard
- 1.3.2.2. **Manufacturer:** SCX, Scalextric, Ninco (Sports), Team Slot, Fly, Auto Art and Revell.
- 1.3.2.3. **Motors:** SCX (excluding RX4H & 'Pro'), Scalextric "Standard", Ninco (NC1, NC8, NC9), Fly "Standard" or "Standard Mabuchi".
- 1.3.2.4. **Tyres:** 'Option'

1.4. Classic Formula 1 Championship

1.4.1. General

- 1.4.1.1. Any Formula 1 Car from the 1970s.

1.4.2. Car Restrictions

- 1.4.2.1. **Class:** Standard
- 1.4.2.2. **Manufacturer:** Policar
- 1.4.2.3. **Motor:** Policar 'PMX01'
- 1.4.2.4. **Tyres:** 'As Fitted' (Policar 'C1')

1.5. Group 5 Championship

1.5.1. General

- 1.5.1.1. Any FIA "Group 5" Sports cars from 1976 – 1982.

1.5.2. Car Restrictions

- 1.5.2.1. **Class:** Standard
- 1.5.2.2. **Manufacturer:** Sideways
- 1.5.2.3. **Motor:** Slot It 'Flat 6'
- 1.5.2.4. **Tyres:** 'Free'

1.6. Classic Sports Championship

1.6.1. General

- 1.6.1.1. Any 'Le Mans' or 'Can-AM' car Pre 1975.

1.6.2. Car Restrictions

- 1.6.2.1. **Class:** Modified
- 1.6.2.2. **Manufacturer:** Free
- 1.6.2.3. **Motor:** Free
- 1.6.2.4. **Tyres:** 'Free'

1.7. Group C Championship

1.7.1. General

- 1.7.1.1. Any FIA Group 'C' GT Car 1982 –1993
- 1.7.1.2. Rear Spoilers may be replaced with matching 'Tear Proof' equivalents.
- 1.7.1.3. Wheel Arch covers may be removed.

1.7.2. Car Restrictions

- 1.7.2.1. **Class:** Standard
- 1.7.2.2. **Manufacturer:** Slot It
- 1.7.2.3. **Motor:** Slot It 'Orange Can'
- 1.7.2.4. **Tyres:** 'Option'

1.8. Touring Championship

1.8.1. General

- 1.8.1.1. Any 'Touring Car'.

1.8.2. Car Restrictions

- 1.8.2.1. **Class:** Standard
- 1.8.2.2. **Manufacturer:** SCX, Scalextric, Ninco (Sports), Carrera or Fly (Standard).
- 1.8.2.3. **Motor:** SCX (excluding RX4H & 'Pro'), Scalextric "Standard", Ninco (NC1, NC2, NC5, NC8, NC9), Carrera "Standard", Fly "Standard" or "Standard Mabuchi"
- 1.8.2.4. **Tyres:** 'Option'

1.9. Production GT Championship (GT2)

1.9.1. General

- 1.9.1.1. Any GT car post 1989.
- 1.9.1.2. Any lighting circuits may be hard wired.

1.9.2. Car Restrictions

- 1.9.2.1. **Class:** Standard
- 1.9.2.2. **Manufacturer:** SCX, Scalextric, Ninco (Sports), Carrera or Fly (Standard)
- 1.9.2.3. **Motor:** SCX (excluding RX4H & 'Pro'), Scalextric "Standard", Ninco (NC1, NC2, NC5, NC8, NC9), Carrera "Standard", Fly "Standard" or "Standard Mabuchi"
- 1.9.2.4. **Tyres:** 'Option'

1.10. Open Sports Championship (GT1)

- 1.10.1.1. Any GT or LMP car post 1989.
- 1.10.1.2. 'Production GT' and 'Group C' eligible and unmodified cars can be run in this championship.

1.10.2. Car Restrictions

- 1.10.2.1. **Class:** Modified
- 1.10.2.2. **Manufacturer:** Free
- 1.10.2.3. **Motor:** Free
- 1.10.2.4. **Tyres:** 'Free'

2. Sporting Regulations

2.1. Race Formats

2.1.1. Grand Prix Style (Points)

- 2.1.1.1. Run over a set number of laps.
- 2.1.1.2. Each driver will race in a number of Heats per lane.
- 2.1.1.3. After the leader crosses the finish line after the designated number of laps, the remaining drivers will finish after completing their current lap.
- 2.1.1.4. Heat Points will be award by finishing position, descending by number of lanes.
- 2.1.1.5. If a competitor is unable to compete in a Heat, or fails to finish, they will be awarded a default of last place.
- 2.1.1.6. Total number of Heat Points will determine position, in the event of a tie Fastest Lap will be used as the decider.

2.1.2. Enduro Style (Distance)

- 2.1.2.1. Run over a set amount of time.
- 2.1.2.2. Each driver will race in a number of Heats per lane.
- 2.1.2.3. At the end of the allotted time, power is cut to the whole track and their cars distance is recoded to the closest marker behind the front wheels.
- 2.1.2.4. Total number of laps completed over all heats in descending order will determine position.

2.1.3. Rally Style (Time)

- 2.1.3.1. Run over a set number of laps.
- 2.1.3.2. Each driver will race in a number of Heats per lane.
- 2.1.3.3. Each driver must complete all the set number of laps per Heat.
- 2.1.3.4. Competitors' Heat times are recorded, to be added to their total for their current round.
- 2.1.3.5. If a competitor is unable to complete in a Heat, or fails to finish, they will be awarded a maximum default time as follows; Club Track 5minutes (300 seconds).
- 2.1.3.6. Total time to complete all heats in ascending order will determine position.

2.1.4. Finals

- 2.1.4.1. After Heats, any Round may include a set of "Finals" to determine final positioning.
- 2.1.4.2. Where a car does not meet any of the Technical or Sporting regulations, the driver may not compete in the Finals.
- 2.1.4.3. The number of finals will be decided by the amount of lanes available, at minimum allowing for each Championship scoring position and then filling any spare lanes.
- 2.1.4.4. Lane preference in each final is decided by the highest position driver in order, but starting with the lowest ranked final.

2.1.4.5. Grouped Finals

- 2.1.4.5.1. Only the top scoring drivers will be placed into a fixed set of finals in descending order.

2.1.4.6. Step up Finals

- 2.1.4.6.1. Every driver will be placed into a final, grouped in descending order, with one lane left free.
- 2.1.4.6.2. Finals run in reverse order, with the winner promoted to the group above.

2.1.4.7. Knock Out Finals

- 2.1.4.7.1. Only the top scoring drivers will be placed alternately into an initial stage of races in descending order.
- 2.1.4.7.2. The winner of each race will be promoted to the next stage.
- 2.1.4.7.3. The number of drivers competing, and amount of lanes available will determine the level of knock-out stages, but will always include Semi Finals and a Final

2.1.5. Special Stages

- 2.1.5.1. Run on any two of the available Club tracks.
- 2.1.5.2. 2 Legs of 3 Runs (1 lap each) on both stages, for 6 runs per stage and 12 in total.
- 2.1.5.3. All competitors are allowed one warm up run at the start of each leg, but it must be declared by the competitor before it commences.
- 2.1.5.4. Tyres may only be cleaned prior to the start of each leg.
- 2.1.5.5. If a competitor is unable to complete a Run, or fails to finish, they will be awarded a maximum default time as follows; Club Track 17s, Forest 15s, Stadium Short 12s, Stadium Full 18s, Dakar 17s, Race of Champions 14s, Brecon Rally Cross 13s.
- 2.1.5.6. Car or controller failure once a Run has commenced will be awarded the 'default' time.
- 2.1.5.7. Where an undue delay is caused by marshalling (e.g. car is not returned to the slot in one attempt) a rerun may be permitted.
- 2.1.5.8. Total time to complete all Runs in ascending order will determine position.
- 2.1.5.9. The use of "Electronic" controllers is not permitted.

2.2. Championship Formats

2.2.1. General

- 2.2.1.1. All Championship Rounds to be run over the entire calendar year.
- 2.2.1.2. Eight Championships made up of 5 Rounds each.
- 2.2.1.3. The winner of each Championship will be the competitor that scores the most Championship points over their best 4 scoring rounds.

2.2.2. Points and Scoring

- 2.2.2.1. Only the top 12 drivers in each Round receive Championship Points to go towards Championship standings.
 - 2.2.2.1.1. The Championship Points for each Round are awarded as follows; 1st 14pts, 2nd 12pts, 3rd 10pts, 4th 9pts, 5th 8pts, 6th 7pts, 7th 6pts, 8th 5pts, 9th 4pts, 10th 3pts, 11th 2pts and 12th 1pt.
 - 2.2.2.1.2. Where a car does not meet any of the Technical or Sporting regulations, any score for that particular Heat will not count towards position in that Round.

2.2.3. 'Grand Prix' Series

- 2.2.3.1.1. The following Championships shall be run as "Grand Prix Style"; **Touring, Classic Formula 1**
- 2.2.3.1.2. 15 Lap Heats, one Heat per Lane on the 'Club Track'. This will be limited to 12 lap heats if the number of drivers for the Round exceeds 12.
- 2.2.3.1.3. 15 Lap 'Step Up Finals' will be used to decide final Round positions.
- 2.2.3.1.4. In the event of a tie, Total Heat Points scored and then Countback will be used to determine the final Championship Position.

2.2.4. 'Endurance' Series

- 2.2.4.1. The following Championships shall be run as "Enduro Style"; **Production GT, Open Sports, Group 5, Classic Sports**
- 2.2.4.2. Five minute Heats, one Heat per Lane on the 'Club Track'. This will be limited to Four minutes if number of drivers for the Round exceeds 12 people
- 2.2.4.3. Two 'Production GT' Rounds to be run as 'Night' races.
- 2.2.4.4. In the event of a tie, Highest Total Laps and then Countback will be used to determine the final Championship Position.

2.2.5. 'Rally' Series

- 2.2.5.1. The following Championships shall be run as "Rally Style"; **Group C**
- 2.2.5.2. 25 Lap Heats, one Heat per Lane on the 'Club Track'. This will be limited to 20 laps if the number of drivers for the round exceeds 12.
- 2.2.5.3. In the event of a tie, and the competitors raced in same scoring rounds after drops, the fastest Total Time will be used to determine the final Championship Position. If not, Countback will be used.

2.2.6. 'Special Stages' Series

- 2.2.6.1. The following Championships shall be run as "Special Stages"; **Rally**
- 2.2.6.2. In the event of a tie and the competitors raced in same scoring rounds after drops, the fastest Total Time will be used to determine the final Championship Position. Else, Countback will be used.

2.3. Race of Champions Trophy

- 2.3.1. Five non-Championship Events, two "Race of Champions", two "Rally Cross" and one "Club Cars"
- 2.3.2. The 'ROC' Trophy will passed to the winner of each event.

2.3.2.1. Race of Champions

- 2.3.2.1.1. 5 Laps, 4 Heats per Lane "Grand Prix Style" on the 'ROC' Track.
- 2.3.2.1.2. "Open" cars, but must meet up to "Modified" Class Regulations.

2.3.2.2. Rally Cross

- 2.3.2.2.1. 10 Laps, 2 Heats per Lane "Grand Prix Style" with "Knockout" Finals on the 'Brecon' Track.
- 2.3.2.2.2. "Rally" cars, but may meet upto "Modified" Class Regulations.

2.3.2.3. Club Cars

- 2.3.2.3.1. 15 Laps, 1 Heat per Lane “Grand Prix Style” on the ‘Club Track’ with ‘Step Up Finals’.
- 2.3.2.3.2. Cars and Controllers will be provided.

2.4. Driver Grading

- 2.4.1. Each member will be designated a ‘Grading’. These will be evaluated each year, or over a number of Rounds for new drivers, with promotions and demotions between grades where necessary.
- 2.4.2. Awards will be given to the highest scoring driver in every Championship for each Grading.

2.4.2.1. ‘A’ – Gold

- 2.4.2.1.1. Competitors who have won or are challenging for Championship wins.

2.4.2.2. ‘B’ - Silver

- 2.4.2.2.1. Drivers with Race wins, pushing for the occasional Round.

2.4.2.3. ‘C’ – Bronze

- 2.4.2.3.1. Rookies and developing competitors.

2.5. Club Championship - The “Bubb Cup”

- 2.5.1. The “Bubb Cup” is awarded to the member who scores the most Championship Points from their final totals from each Championship.

3. General

3.1. Race Registration

- 3.1.1. Registration commences at 8:00pm at which time the track will be isolated. Racing starts at 8:15pm prompt
- 3.1.2. All (including any spare) cars and competitors must be registered 15 minutes before the start of racing.
- 3.1.3. All cars must be presented for scrutineering at time of registration.
- 3.1.4. Race fees must be paid prior to any competitor commencing racing.

3.2. Car Substitution

- 3.2.1. Spare Cars are only permitted in ‘Grand Prix Style’ Rounds.
- 3.2.2. A maximum of two cars are allowed per competitor, a main car and a spare car, where permitted. Spare cars are only allowed if recorded at the time of registration
- 3.2.3. Competitors are only allowed to swap to their registered spare car.
- 3.2.4. Spare cars may only be used in the next race, cars cannot be substituted mid race.
- 3.2.5. Competitors cannot revert back from their spare car once raced.

3.3. Re-runs

- 3.3.1. Power Failure - Re-run permitted only in the following circumstances; Car is not removed from track or tampered with by marshal. On completion of race lane will be tested with previously tested controller and alternate car. If the lane cannot be repaired that evening then incident will be classed as racing event or Force Majeure
- 3.3.2. Brake Failure - Termed as racing event or Force Majeure. No re-run, however brake will not be repaired until the end of the round.
- 3.3.3. Lap Count Failure – No re-run. It is the responsibility of competitors to note missed lap counts and inform Race Control.
- 3.3.4. Contaminated or dirty pickup (e.g; failure to start from line, loss of power) - No Re-run
- 3.3.5. No re-run will be allowed for any Car or Competitor equipment failure (e.g; Lost Wheels, broken gearing, Car Motor and wiring or Controller faults)

3.4. Race Starting and Finishing

- 3.4.1. There is a strict two-minute gap between races after which competitors must be ready to compete in the next heat, unless agreed with the other three competitors.
- 3.4.2. Competitors may only complete one complete exploratory lap before the start of their race.
- 3.4.3. All Competitors must remain on the podium until the entire race has been completed and results taken.
- 3.4.4. All marshals must all aid in the taking of results by reporting car distances and remain in the track room until completed.

3.5. Marshalling

- 3.5.1. All competitors are expected to marshal every heat they are not competing in, unless have permission for car repair.
- 3.5.2. No preference is to be given to any competitor, the first car off is the first car on, unless in a racing accident.
- 3.5.3. In the event of a racing accident where a competitor takes out his and another competitors' car, racing etiquette dictates that the victim must be returned to the track first.
- 3.5.4. Lapping slower competitors—Drivers lapping slower competitor shall declare; "Blue Flag" plus lane colour of slower car, which must then yield within one lap.

3.6. House Rules

- 3.6.1. No Food or Drink in the Track Room.
- 3.6.2. No Tool Boxes in the Track Room.
- 3.6.3. No Mobile Phones in the Track Room during racing.
- 3.6.4. Replace Car Lane Tape back onto the board.
- 3.6.5. Treat all members, racers and marshals with dignity and respect.