



Melton & District Model Club

Slot Car Section

Senior Club Rules 2024

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. Older models where standard parts have been updated, redesigned or replaced over their lifetime of the range, may have the newer specification parts installed, or vice versa.
- 1.1.2.4. Cars found to be against the spirit of being "box standard" will be deemed illegal.
- 1.1.2.5. Any Cars not listed on the 'Manufacturers' list (excluding single-make series), may 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. Guides

- 1.2.1.1. 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.
- 1.2.1.2. Hard wiring of any Scalextric or SCX quick fit guides is permitted.
- 1.2.1.3. It is recommended that any coloured guides be swapped to a black equivalent to avoid miscounted laps.

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. All chassis must be solid one piece, excluding motor mounts.
- 1.2.2.4. 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.
- 1.2.2.5. All bodies must be complete with interior and driver.
- 1.2.2.6. The use of 'vac form' bodies is not permitted.
- 1.2.2.7. 3D Printed chassis can be used in 'Modified' classes, but must be of matching design, excluding any motor mounts.
- 1.2.2.8. Modifications to the chassis are strictly prohibited, including the cutting or filing to accommodate motor adaptors.
- 1.2.2.9. Wheel arches may be filed down to allow movement of wheels, but must be performed sympathetically.
- 1.2.2.10. Chassis or Body Lugs and Exhausts impeding 'body rock' can be removed.
- 1.2.2.11. 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. Tyres

1.2.3.1. General

- 1.2.3.1.1. Replacement tyres from different manufacturers are allowed, but must meet the compound as specified in the 'Championship' restrictions
- 1.2.3.1.2. 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.
- 1.2.3.1.3. 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.
- 1.2.3.1.4. Front tyres may be "glazed".
- 1.2.3.1.5. Tyre compounds must match that permitted for its Championship, these fall into the following categories;

1.2.3.2. 'As Fitted' Tyres

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

1.2.3.3. 'Option' Tyres

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

1.2.3.4. 'Free' Tyres

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

1.2.3.5. 'Control' Tyres

- 1.2.3.5.1. A specified tyre only supplied by the club.

1.2.4. Axles

- 1.2.4.1. Maximum axle width is 65mm.
- 1.2.4.2. Rear Axles may be changed but the overall width of the car must not be greater than the original.
- 1.2.4.3. 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.
- 1.2.4.4. Front Axles may be changed from solid to independent or vice versa, via manufacturer's proprietary parts.
- 1.2.4.5. 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.
- 1.2.4.6. Free floating spacers may be used to limit sideways movement on front axles.
- 1.2.4.7. Floating front axles may not be fixed or made adjustable by any method or by the use of packers of any material.

1.2.5. Wheels and Hubs

1.2.5.1. General

- 1.2.5.1.1. 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.

1.2.5.2. 'Standard' Class

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

1.2.5.3. 'Modified' Class

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

1.2.6. Motors and Mounts

1.2.6.1. General

- 1.2.6.1.1. Upgrading the motor models to the maximum permitted in that particular 'Championship' is permitted, providing this is achieved using proprietary Adaptors.
- 1.2.6.1.2. Motors must be identifiable, with sticker wraps, printed markings or via recognisable designs.
- 1.2.6.1.3. Modifications or alterations to Motors are strictly prohibited.
- 1.2.6.1.4. SCX Motors may be hard-wired.
- 1.2.6.1.5. Plastic pinions may be swapped for metal 'press-on' equivalents.

1.2.6.2. 'Standard' Class

- 1.2.6.2.1. 3D printed Motor Adaptors or Mounts of identical design to the manufacturer's parts, if no longer freely available, are permitted.

1.2.6.3. 'Modified' Class

- 1.2.6.3.1. 3D printed Motor Adaptors or Mounts of similar design, but not Motor fitment, are allowed.

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. Weight may only be installed for ballasting purposes.
- 1.2.7.4. Magnets may be removed or moved to another position on the chassis to aid weight distribution.
- 1.2.7.5. Scalextric DPR hatches may not be removed. If a 3D printed chassis is 'DPR Ready', a DPR hatch must be installed.
- 1.2.7.6. Lexan interiors can be used in 'Modified' classes, but must not be see-through and include at least a painted driver.

2. Championships

2.1. Group C

2.1.1. General

- 2.1.1.1. Any 'FIA Group C', a "Sports" car from 1982 –1993.
- 2.1.1.2. Rear Spoilers may be replaced with matching 'Tear Proof' equivalents.
- 2.1.1.3. Wheel Arch covers may be removed.

2.1.2. Car Restrictions

- 2.1.2.1. **Class:** Standard
- 2.1.2.2. **Manufacturer:** Slot It
- 2.1.2.3. **Motor:** Slot It "Orange Endbell" (MX16, 23k RPM)
- 2.1.2.4. **Tyres:** 'Control'

2.2. Production Trophy

2.2.1. General

- 2.2.1.1. Any 'GT' type car post 1993, or any 'Touring Car', a "saloon" type car from championships such as; BTCC, WTCC or DTM (pre 2019).
- 2.2.1.2. 'Prototype' cars are NOT permitted.
- 2.2.1.3. New or replacement light kits of any make and suitable design, may be fitted sympathetically. Any existing lighting circuits may be hard wired.

2.2.2. Car Restrictions

- 2.2.2.1. **Class:** Standard
- 2.2.2.2. **Manufacturer:** SCX, Scalextric, Ninco (Sports), Carrera, ProSlot or Fly (Standard)
- 2.2.2.3. **Motor:** SCX (excluding RX4H & 'Pro'), Scalextric "Standard", Ninco (NC1, NC2, NC5, NC8, NC9), Carrera "Standard", ProSlot (Evo1, Evo2) Fly "Standard" or "Standard Mabuchi"
- 2.2.2.4. **Tyres:** 'Option' or 'Control'

2.3. Classic Sports

2.3.1. General

- 2.3.1.1. Any 'Sports' type car driven in 'LeMans', 'Can-AM' or similar events, pre 1975.

2.3.2. Car Restrictions

- 2.3.2.1. **Class:** Modified
- 2.3.2.2. **Manufacturer:** Free
- 2.3.2.3. **Motor:** Free
- 2.3.2.4. **Tyres:** 'Free'

2.4. Group 5

2.4.1. General

- 2.4.1.1. Any "FIA Group 5", a 'Special Production' car from 1976 – 1982.
- 2.4.1.2. The standard plastic crown gear may be replaced with the aluminium 'Slot It' or 'Sideways' gear of the same size and ratio. (28t 16mm, GA1682e)

2.4.2. Car Restrictions

- 2.4.2.1. **Class:** Standard
- 2.4.2.2. **Manufacturer:** Sideways
- 2.4.2.3. **Motor:** Slot It "Flat 6" (MN09ch)
- 2.4.2.4. **Tyres:** 'Free'

2.5. Open GT (GT3)

- 2.5.1.1. Any 'GT' type car post 1993.
- 2.5.1.2. The 'Mosler' is NOT classified as 'GT' car.

2.5.2. Car Restrictions

- 2.5.2.1. **Class:** Modified
- 2.5.2.2. **Manufacturer:** Free
- 2.5.2.3. **Motor:** Free
- 2.5.2.4. **Tyres:** 'Free'

2.6. Classic Touring

2.6.1. General

- 2.6.1.1. Any 'Touring Car', a "saloon" type car driven in DTM, or similar events, during the 1990's.
- 2.6.1.2. Rear Spoilers may be replaced with matching 'Tear Proof' equivalents.

2.6.2. Car Restrictions

- 2.6.2.1. **Class:** Standard
- 2.6.2.2. **Manufacturer:** Slot It
- 2.6.2.3. **Motor:** Slot It "Black Endbell" (MX15, 21k RPM)
- 2.6.2.4. **Tyres:** 'Control'

2.7. Rally

2.7.1. General

- 2.7.1.1. Any Two or Four wheel powered "Rally Car".
- 2.7.1.2. Cars which have been raced in the WRC or other similar major events, the use of modern GT derivatives is NOT permitted.
- 2.7.1.3. All cars must be fitted with Driver and Co-driver.
- 2.7.1.4. The upgrading or downgrading of 2WD or 4WD motors is not permitted.
- 2.7.1.5. Rear Hubs may be swapped to allow fitting on standard 19x10 tyres. All other rules in *1.2.4 Axles* and *1.2.5 Wheels and Hubs* still apply.
- 2.7.1.6. 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.

2.7.2. Car Restrictions

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

2.8. Classic Formula 1

2.8.1. General

- 2.8.1.1. Any Formula 1 Car from the early 1970s.
- 2.8.1.2. The standard plastic rear hubs may be replaced with the alloy equivalent of the same size, manufactured by Policar only. (PWH1234-AL)

2.8.2. Car Restrictions

- 2.8.2.1. **Class:** Standard
- 2.8.2.2. **Manufacturer:** Policar
- 2.8.2.3. **Motor:** Policar "F1 DFV" (PMX01)
- 2.8.2.4. **Tyres:** 'As Fitted' (Policar 'C1', PPT1219C1)

3. Sporting Regulations

3.1. Race Formats

3.1.1. Grand Prix Style (Points)

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

3.1.2. Enduro Style (Distance)

- 3.1.2.1. Run over a set amount of time.
- 3.1.2.2. Each driver will race in a number of Heats per lane.
- 3.1.2.3. 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.
- 3.1.2.4. Total number of laps completed over all heats in descending order will determine position.

3.1.3. Rally Style (Time)

- 3.1.3.1. Run over a set number of laps.
- 3.1.3.2. Each driver will race in a number of Heats per lane.
- 3.1.3.3. Each driver must complete all the set number of laps per Heat.
- 3.1.3.4. Competitors' Heat times are recorded, to be added to their total for their current round.
- 3.1.3.5. 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).
- 3.1.3.6. Total time to complete all heats in ascending order will determine position.

3.1.4. Finals

- 3.1.4.1. After Heats, Grand Prix, Enduro or Rally Style Rounds may include a set of "Finals" to determine final positioning.
- 3.1.4.2. Where a car does not meet any of the Technical or Sporting regulations, the driver may not compete in the Finals.
- 3.1.4.3. 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.
Lane preference in each final is decided by the highest position driver in order, but starting with the lowest ranked final.

3.1.4.4. Grouped Finals

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

3.1.4.5. Step up Finals

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

3.1.4.6. Knock Out Finals

- 3.1.4.6.1. Only the top scoring drivers will be placed alternately into an initial stage of races in descending order.
- 3.1.4.6.2. The winner of each race will be promoted to the next stage.
- 3.1.4.6.3. 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.

3.1.5. Special Stages

- 3.1.5.1. Run on any two of the available Club tracks.
- 3.1.5.2. 2 Legs of 5 Runs (1 Lap each) on both stages, for 10 Runs per stage and 20 in total.
- 3.1.5.3. Tyres may only be cleaned prior to the start of each leg.
- 3.1.5.4. 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: 14.0s, Forest: 13.0s, Stadium Short: 10.5s, Stadium Long: 16.0s, Dakar: 14.0s, Race of Champions: 11.0s, Brecon Rally Cross: 6.5s.
- 3.1.5.5. Cars will not be marshalled, any deslots will be counted as a failed Run and awarded the Default time.
- 3.1.5.6. Car or controller failure once a Run has commenced will be counted as a failed run and awarded the 'Default' time.
- 3.1.5.7. Timer Failure at any point, including after a deslot, a re-Run will be allowed. Marshalls must inform the driver of the failure as soon as possible.
- 3.1.5.8. Competitors fastest 3 Run Times from each Leg will count towards Total Time.
- 3.1.5.9. Total Time to complete all Legs, in ascending order will determine position.
- 3.1.5.10. The use of "Electronic" and adjustable controllers is not permitted. A 'standard' controller must be used. This is defined as either resistive, diode or transistor types without means for adjusting power, braking, sensitivity or any other setting.

3.2. Championship Formats**3.2.1. General**

- 3.2.1.1. All Championship Rounds to be run over the entire calendar year.
- 3.2.1.2. Eight Championships made up of 5 Rounds each.
- 3.2.1.3. The winner of each Championship will be the competitor that scores the most Championship points over their best 4 scoring rounds.
- 3.2.1.4. Where dropped rounds occur, the associated round score (Distance, Time, Heat Points) will also be dropped, even if these are greater in other scoring rounds.

3.2.2. Points and Scoring

- 3.2.2.1. The Championship Points for each Round are awarded in the following scoring positions; 1st 14pts, 2nd 12pts, 3rd 10pts, 4th 9pts, 5th 8pts, 6th 7pts, 7th 6pts, 8th 5pts, 9th 4pts and 10th 3pts and 11th 2pts.
- 3.2.2.2. Every driver finishing 12th place and below will receive 1pt.
- 3.2.2.3. Where a car is not eligible under any of the Technical or Sporting regulations, scores for the Heat where the car is run will not be recorded towards the total.
- 3.2.2.4. If a driver is unable to record any scores towards the total, it will be classified as a "DSQ" and no Championship points will be awarded

3.2.3. 'Grand Prix' Series

- 3.2.3.1.1. The following Championships shall be run as "Grand Prix Style"; **Classic Touring, Classic Formula 1**
- 3.2.3.1.2. 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.
- 3.2.3.1.3. 15 Lap 'Step Up Finals' will be used to decide final Round positions.
- 3.2.3.1.4. In the event of a tie, Total Heat Points scored and then Countback will be used to determine the final Championship Position.

3.2.4. 'Endurance' Series

- 3.2.4.1. The following Championships shall be run as "Enduro Style"; **Production Trophy, Open GT, Group 5, Classic Sports**
- 3.2.4.2. 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
- 3.2.4.3. Two 'Production GT' Rounds to be run as 'Night' races.
- 3.2.4.4. In the event of a tie, and the competitors score in the same number of Rounds of matching Heat lengths, highest Total Laps will be used to determine the final Championship Position. If not, Countback will be used.

3.2.5. 'Rally' Series

- 3.2.5.1. The following Championships shall be run as "Rally Style"; **Group C**
- 3.2.5.2. 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.
- 3.2.5.3. In the event of a tie, and the competitors score in the same number of Rounds of matching Heat lengths, fastest Total Time will be used to determine the final Championship Position. If not, Countback will be used.

3.2.6. 'Special Stages' Series

- 3.2.6.1. The following Championships shall be run as "Special Stages"; **Rally**
- 3.2.6.2. 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. If not, Countback will be used.

3.3. Race of Champions Trophy

3.3.1. Five non-Championship Events, two “Race of Champions”, two “Rally Cross” and one “Club Cars”

3.3.2. The ‘ROC Trophy’ will be passed on to the winner of each event.

3.3.2.1. Race of Champions

3.3.2.1.1. 5 Laps, 3 Heats per Lane “Grand Prix Style” with ‘Step Up Finals’ on the ‘ROC’ Track.

3.3.2.1.2. “Open” cars, but may meet up to “Modified” Class Regulations.

3.3.2.2. Rally Cross

3.3.2.2.1. 10 Laps, 2 Heats per Lane “Grand Prix Style” with “Knockout” Finals on the ‘Brecon’ Track.

3.3.2.2.2. “Rally” cars, but may meet up to “Modified” Class Regulations. Co-drivers may not need to be fitted.

3.3.2.3. Club Cars

3.3.2.3.1. 15 Laps, 1 Heat per Lane “Grand Prix Style” on the ‘Club Track’ with ‘Step Up Finals’.

3.3.2.3.2. Cars and Controllers will be provided.

3.4. Driver Grading

3.4.1. 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.

3.4.2. Awards will be given to the highest scoring driver in every Championship for each Grading.

3.4.2.1. ‘A’ – Gold

3.4.2.1.1. Competitors who have previously won or are fighting for Championship wins.

3.4.2.2. ‘B’ - Silver

3.4.2.2.1. Drivers with Race wins and challenging for Rounds.

3.4.2.3. ‘C’ – Bronze

3.4.2.3.1. Rookies and developing competitors.

3.5. Club Championship - The “Bubb Cup”

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

4. General

4.1. Race Registration

- 4.1.1. Registration commences at 7:45pm at which time the track will be isolated. Racing starts at 8:00pm prompt
- 4.1.2. All (including any spare) cars and competitors must be registered 15 minutes before the start of racing.
- 4.1.3. All cars must be presented for scrutineering at time of registration.
- 4.1.4. Race fees must be paid prior to any competitor commencing racing.

4.2. Car Substitution

- 4.2.1. Spare Cars are only permitted in 'Grand Prix Style' Rounds.
- 4.2.2. 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
- 4.2.3. Competitors are only allowed to swap to their registered spare car.
- 4.2.4. Spare cars may only be used in the next race, cars cannot be substituted mid race.
- 4.2.5. Competitors cannot revert back from their spare car once raced.

4.3. Race Starting and Finishing

- 4.3.1. 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.
- 4.3.2. Competitors may only complete one complete exploratory lap before the start of their race.
- 4.3.3. All Competitors must remain on the podium until the entire race has been completed and results taken.
- 4.3.4. All marshals must all aid in the taking of results by reporting car distances and remain in the track room until completed.

4.4. Re-runs

- 4.4.1. 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 Major
- 4.4.2. Brake Failure - Termed as racing event or Force Major. No re-run, however brake will not be repaired until the end of the round.
- 4.4.3. Lap Count Failure – No re-run. It is the responsibility of competitors to note missed lap counts and inform Race Control.
- 4.4.4. Contaminated or dirty pickup (e.g; failure to start from line, loss of power) - No Re-run
- 4.4.5. 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)

4.5. Marshalling

- 4.5.1. All competitors are expected to marshal every heat they are not competing in, unless have permission for car repair, and there is available cover.
- 4.5.2. No preference is to be given to any competitor, the first car off is the first car on, unless in a racing accident.
- 4.5.3. 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.
- 4.5.4. Lane tape must be placed on the models windscreen or equivalent. Additional lane marking placement is unrestricted.

4.6. Practice

- 4.6.1. If there is a queue for the track during free practice, priority is to be given to competitors running Championship eligible cars. They are also expected to limit track time to 5mins to reduce waiting.
- 4.6.2. From 30mins before the start of racing, drivers should limit their cars to only have Tyres fitted which are the equivalent to that evenings Championship specification.

4.7. Racing Standards

- 4.7.1. When a Driver is lapping a slower Competitor, they shall declare; "Blue Flag" plus lane colour of the slower car, which must then yield within one lap.
- 4.7.2. Lapped cars must yield sufficiently in an appropriate location on straights and then not attempt to "keep up with" or apply pressure to the faster car, to prevent unneeded incidents.
- 4.7.3. Where "Blue Flags" are ignored resulting in the passing driver being deslotted under any scenario, a warning will be given. For each further occurrence, the driver at fault will be penalised 1 Lap (or addition of Average Lap Time in "Rally Style" rounds), these will be applied at the end of each Heat or Final.
- 4.7.4. Drivers must relay information on instances of their deslotted cars blocking lanes immediately to other competitors and marshals, this applies at all times, including practice.
- 4.7.5. A competitor will make every attempt to stop behind a car has deslotted in front and blocking their lane to ease marshalling effort.
- 4.7.6. While unintended take-outs do happen, when racing for position, competitors must endeavour to reduce rear end sliding to promote side by side racing, and therefore reduce incidents caused by overtakes attempted by late lunges as the only option.
- 4.7.7. If cars are out of position, it is best racing etiquette to allow the faster car an easier overtake, to help reduce unnecessary incidents.

4.8. House Rules

- 4.8.1. No Food or Drink in the Track Room.
- 4.8.2. No Tool Boxes in the Track Room or in the Kitchen area.
- 4.8.3. No Mobile Phones in the Track Room during racing.
- 4.8.4. Replace Car Lane Tape back onto the board.
- 4.8.5. Treat all members, racers and marshals with dignity and respect.

