Rockingham SCALEXTRIC Club

General Sporting Regulations for
ALL Rockingham Scalextric Club Championship Events

1. **Rockingham Scalextric Club Championships**

   a. Rockingham Scalextric Club will organise the following Championships until amended:
      - An Annual Overall Championship.
      - An Annual Contemporary Formula 1 Championship.
      - An Annual Classic 1960's to1970's Policar F1 Championship.
      - A series of Monthly Mini Championships.

   b. The Annual **Rockingham Scalextric Club Overall Championship** is open to all members of the Rockingham Slot Car Club.

   c. Visitors are welcome to race at any Rockingham Scalextric Club event but will not be eligible for the Annual Rockingham Scalextric Club Overall Championship.

   d. The Annual Rockingham Scalextric Club Overall Championship will be decided by including all points scored at the following events:
      - Rounds of every four-week Mini Championship.
      - Every Qualifying Round of the annual Formula 1 Championship.
      - Every Qualifying Round of the annual Policar F1 Championship.
      But will exclude points scored in the following:
      - Each driver's lowest 8 scores form any event. This is to allow for events missed due to holidays etc.

   e. Details of the running procedures and points scoring systems for the Annual Formula 1 Championships and the Monthly Mini Championships are contained in the additional Sporting Regulations pertaining to each one.

   f. Everyone intending to enter any Championship Qualifying Round must have their name recorded with Race Control before 8.30pm on the day of the event they wish to enter.
      If anyone is going to arrive later than this they should call or text to let Race Control know.
      No late entries can be accepted after the first race has started.

   g. Race Control shall have the discretion to alter the race running order, if at all practical, to ensure that anyone known to be arriving late does not miss any races.

   h. All Championship Rounds for every Rockingham Scalextric Club Championship will take place on the Scale Track unless an agreement to do otherwise is approved by a

majority vote of the Rockingham Scalextric Club members at least four weeks in advance. Any such change of track must then be advised on the Rockingham Slot Car Club website, on the Rockingham club section of SlotForum and on the Scalextric Club notice board.

i.   The Rockingham Scalextric Club Committee shall have the discretion to waive Rule 1h in the case of 'force majeure'.

2. Driver Grades

a.   All members of the Rockingham Scalextric Club will be divided into grades according to their past performances.

b.   There will be 3 Driver Grades – Red, Blue and Black.
- Red Grade –   Any driver who finished in the top 6 places of the Rockingham Scalextric Club Overall Championship in the preceding year. Plus any driver who has ever won the Scalextric Club Overall Championship, the Scalextric Club Formula 1 Championship or a Scalextric Club Monthly Mini Championship at either Rockingham or Wellingborough.
- Blue Grade –   The drivers who finished in positions 7 to 12 in the preceding years Overall Scalextric Club Championship who are not permanent Red Grade drivers. Plus any driver who has won National level events in other forms of Slot Racing and cannot therefore be lower than Blue Grade.
- Black Grade – All other drivers not graded as Red or Blue.

c.   Driver's Grades will be posted on the Rockingham Scalextric Club notice board each year.

d.   The Rockingham Scalextric Club will provide an award for the Overall Winner, the top placed Blue Grade driver and the top placed Black Grade driver in the Annual Overall Scalextric Club Championship, the Annual Scalextric Club Formula 1 Championship and every Monthly Mini Championship. These awards will normally remain the property of Rockingham Scalextric Club and should be returned to be passed on to the next winner.

3. Track Power, Controller connections and Direction of Running

a.   The track is currently powered by a Rapid Electronics 0-15 volt dc, 40 amp switched mode power supply normally set to 13.8 volts.

b.   The power is connected to the track via 3 pin 2 amp sockets wired to BSCRA standards.

c.   The wiring connections to a 3 pin 2 amp plug for common controllers can be found on the club notice board and on the BSCRA website.

d.   Using BSCRA standards ensures that everyone's cars and controllers will work at most other British slot car clubs.

e.   There is a reversing switch between the controller sockets and the track located beside Race Control. **The running direction of the track must only be reversed by using this switch.**

f. **UNDER NO CIRCUMSTANCES MAY THE POSITIVE AND NEGATIVE CONNECTIONS TO THE POWER SUPPLY BE REVERSED.**
    This will cause severe damage to expensive transistorized controllers.

g. The sequence of events and the direction of running for the track follows a 10 week cycle:
    - A 4 week Monthly Mini Championship Series
    - Alternative rounds of the Annual unlimited F1 and the 60's & 70's Championship
    - A 4 week Monthly Mini Championship Series
    - The direction of running is may be changed and the above sequence is run through again in the opposite direction.

4. Technical Regulations

a. Every car in every race counting towards any of the Rockingham Scalextric Club's official Championships must comply with the Technical Regulations for the class being raced.

b. Race Control shall have the right to waive Rule 2a above for new club members for a period of up to 6 months and for occasional visitors.

c. There must be a written and formally approved set of Technical Regulation available before any class can be selected for any Championship Races.

d. The Technical Regulations for each class currently being raced, and for those selected to follow, must be displayed on the Scalextric Club notice board.

e. The official Technical Regulations for any class currently being raced are those displayed on the Scalextric Club notice board. We will do our utmost to ensure that the Regulations on the Rockingham Slot Car Club website are also up to date but, in the case of any dispute, the set of Regulations displayed on the Scalextric Club notice board will take precedence.

5. Scrutineering

a. It is each driver's responsibility to ensure that their car complies with the Technical Regulations.

b. Rockingham Scalextric Club will elect three Official Scrutineers from amongst the Scalextric Club membership at the AGM.
    The Current Scrutineers are **Andy Dunmore, David Farrow and Dick Gardner.**

c. There will be no automatic pre-event scrutineering at any Scalextric Club event.

d. The club encourages all members to initially discus their concerns of technical non compliance with the individual racers, informally, with the aim of resolving the issue.

e. If anyone still believes that any competing car does not comply with the Technical Regulations then that car can be reported to one of the Official Scrutineers.

f. Any car that is reported to the Official Scrutineers must be checked against the Technical Regulations by one or more of the Official Scrutineers.

g. A majority of the Official Scrutineers present at the time must agree that a car does not comply with the Technical Regulations before any penalty can be applied.

h. The following penalties can be applied, by a majority decision of the Official Scrutineers, to any driver whose car they have deemed not to comply with the Technical Regulations:
   •   The driver can be instructed to ensure that the car complies with the Technical Regulations before the next round of the Championship.
   •   The driver can be instructed to ensure that the car complies with the Technical Regulations before that car can race.
   •   The driver can be excluded from the Championship Round or Final at which their car was found not to comply with the Technical Regulations.

i. Any majority decision reached by the Official Scrutineers is final and cannot be challenged.

j. The Official Scrutineers must inform Race Control of any penalty applied.

k. The Official Scrutineers must follow up on any penalty they have applied.

l. If the Official Scrutineers find that the Technical Regulations are not clear or precise enough they must inform the Scalextric Club Competition Secretary who will the work with them to produce a clearer and more precise rule to be presented to the membership and, if approved, to amend the Technical Regulations for that class.

6. **Starting Procedures**

a. Live Race Start procedure – used for all Monthly Mini Championship Heats
   •   All cars in the race will be lined up with the front of the car just behind the start line.
   •   The track power will remain switched **ON**.
   •   Race control will ensure that there are sufficient marshals in place.
   •   Race control will ask if all Drivers and Marshals are ready.
   •   The computer start sequence will then be initiated.
   •   Five red lights will come on in turn on top of the start gantry and on the computer screens.
   •   After the 5th light has come on there will be a random delay of between one and seven seconds before the red lights go out.
   •   The race begins at the moment that the red lights go out.
   •   Should any car, or cars, start before the lights go out their first lap will not be recorded.
   •   There will be no restart for jumped starts.

b. Dead Race Start procedure – used for Monthly Mini Championship Finals, Formula 1 Finals and Endurance Races.
   •   At the start of each race all cars will be lined up with the rear wheels on the start line.
   •   In any segmented race all cars will start the next segment at the point on the track where they finished the preceding segment.
   •   The track power will be switched **OFF**.

- Race Control will ensure that there are sufficient marshals in place.
- Race Control will ask if all Drivers and Marshals are ready.
- The computer start sequence will then be initiated.
- Five red lights will come on in turn on top of the start gantry and on the computer screens.
- After the 5th light has come on there will be a random delay of more than one second before the red lights go out and the power comes back on.
- The race begins at the moment that the red lights go out.
- It is not possible to jump the start using this starting system.

c. Restart procedure after a 'track call'.
- All cars must be placed in their correct positions for the restart.
- Race Control will ask if all Drivers and Marshals are ready.
- The computer restart sequence will then be initiated by clicking on 'continue'.
- Five red lights will come on in turn on top of the start gantry and on the computer screens.
- After the 5th light has come on there will be a delay of one second before the red lights go out and the power comes back on.
- The race re-commences at the moment that the red lights go out.
- It is not possible to jump the restart using this starting system.

7. Racing

a. All cars must begin their race from the start line.
See section 6 above and the individual rules for each Championship.

b. During a segmented race any car starting its 2nd, 3rd or 4th segment will start from the point on the track at which it finished its preceding segment.

c. Once every car is in its correct starting position Race Control will initiate the correct starting procedure for the event.
See section 6 above and the individual rules for each Championship.

d. If, at the start of any race or race segment, two or more cars starting from the start line are involved in the same accident and this causes both cars to de-slot, or causes one car to block the lane of another car, within the designated restart zone a restart will be called.

e. Only Race Control or the Marshal at the point of the accident may call for a restart.

f. The designated restart zones are:
- Up to the 15 parts line in the 'normal' direction of racing.
- Up to the 85 parts line in the 'reverse' direction of racing.

g. All cars must then be returned to their correct starting positions.

h. The correct starting procedure for the event will then be re-initiated.

i. Should a second accident occur then a third restart can be called.

j. Should a third accident occur there will be **NO** restart.

k. **'Track calls'** are the temporary switching off of the track power during a race.

l.   There will not normally be any 'track calls' during racing. Remember that the Race Controller often has to perform Marshalling duties as well.

m.   In the case of a 'rider', that is a car in the wrong lane, Race Control may instigate a 'track call'.

n.   In the case of a track problem such as a track braid lifting or something obstructing the track or a slot the Marshals can request a 'track call' or Race Control can instigate a 'track call'.

o.   The computer restart procedure will be initiated after the incident causing the 'track call' has been resolved unless Race Control deems it appropriate to call for a restart of the entire race or race segment.

p.   Should any car cross the start line in the wrong lane Race Control must be informed and will correct any lap scoring error either during the race if possible, or at the end of the race.

8. <u>Racing Etiquette</u>

a.   Racing on the Scale Track should generally be regarded as a 'non contact' sport. Some contact is inevitable, but it must not be deliberate.

b.   Any driver/car attempting to overtake another should be trying to do so without hitting the car being overtaken and especially without causing that car to de-slot.

c.   Any driver/car lapping another car should do so with care and consideration and should be especially careful not to cause the car being lapped to de-slot. Remember 'what goes around comes around' in these situations.

d.   Any driver/car being lapped by another should allow it to happen without causing the faster driver/car to slow significantly or causing a collision. The best way to allow a faster car past is to slow down early for the next corner. Do not slow down in the middle of a corner or on the immediate exit of a corner as this will cause a big accident.

e.   Do not leave a car stationary on any corner at any time while track is switched on. If your car comes to a halt on a corner for any reason remove it yourself or ask a Marshal to remove it and warn any other drivers of the situation.

f.   If your car de-slots and comes to rest blocking other lanes warn any other drivers of the situation.

g.   If any car should land in the wrong lane the Marshals and the driver may call 'track' and, if possible, Race Control may cut the power, a 'track call', so that the car can be replaced on the correct lane.

h.   The Marshals and the driver may also request that the driver on the lane on which another car has landed slows down sufficiently to allow the offending car to be replaced on the correct lane.

i.   If you are requested to slow down because another car has landed in your lane, 'a rider', please respect that request until a Marshal can remove the offending car.

Above all, do not deliberately crash your competitor's car. Remember it might be your car next time.

j. Drivers must not lean forward to marshal their own car or retrieve their car from the track if doing so will block the view of any of the other drivers.

k. Drivers replacing their car on the track must do so with extreme caution so as not to block the view of other drivers or impede any other car.

l. Drivers must not shout at Marshals.

m. Drivers must do their utmost to avoid using bad language.

9. <u>Rule Change Procedures</u>

a. All members of Rockingham Scalextric Club are entitled to propose a change to any of the Sporting or Technical Regulations by following the procedures set out here.

b. The committee reserves the right to veto any proposal that would put the club at odds with the law or the landlord, or that would put our club seriously out of step with other UK slot car clubs.

c. To propose a change to any rule:
- Obtain a rule change proposal form – currently kept by the Chairman
- Fill out the form. Any of the committee will help if necessary.
- Hand the form to the Chairman or Competition Secretary.
- The proposal will then be read out to the members at the next club meeting.
- The proposal form will then be posted on the notice board and the proposal put on the Rockingham club section of SlotForum and comments and amendments invited from the club membership.
- The proposal and any amendments will be voted on approximately 4 weeks later unless it's a case of 'force majeure' in which case it may be done sooner.
- If the proposals receive a majority vote from the membership the rules will be amended.
- General Sporting Regulation changes can be made immediately.
- Changes to the Sporting Regulations for the club Championships can be made from the start of the next series.
- Changes to the Technical Regulations can be made immediately unless the class concerned has already been approved for a forthcoming Mini Series, in which case the change cannot be made until after that Mini Series has finished.

10. <u>Finally</u>

The General Sporting Regulations of the Rockingham Scalextric Club will apply at all times to every event counting towards any of the Rockingham Scalextric Club Championships
AND
EVERYONE NOT DRIVING WILL BE EXPECTED TO MARSHAL!!!

<u>Amendments to General Sporting Regulations</u>

1	02/10/13	Original Regulations.
1a	26/12/14	Amend rules for Blue Grade drivers.
		Winners in other form of Slot Racing cannot be lower than Blue Grade.
1b	21/11/15	Correct the track power supply details.
1c	06/02/2023	Update without endurance championship.
		4 week running of classes and adding Classic F1