

Introduction:

These guidelines are intended for all racing under the 'BSCRA Classics' banner. The cars and racing reflect a 30 year golden age in UK slotracing covering the era when ECRA became BSCRA and the cars raced on gooped tracks using soft sponge tyres. This era really ended when spray goop conditions, which had been popular elsewhere in the rest of the world, were introduced which brought about significant changes in the cars that were raced.

Specifically these cars are considered 'Vintage' and 'Classic' cars, being either old cars that have been restored to race in the condition they originally raced in, or new cars, built to the rules and standards of the time thereby preserving the 'classic' style of racing from the era. This is different from existing 'Retro' racing which permits modern chassis designs and components under an old looking shell.

Considering the specific ethos relating to these cars therefore, they were made principally from piano wire, brass tubing and brass plate(though spring steel centre sections did appear in the 1980s). The cars had four (or six) solid wheels that touched and rolled on the track and the shells had cut out wheel arches, fitting the chassis in terms of wheelbase to an acceptable tolerance.

It has been found however in various meetings that have taken place recently, that these cars work well in their own right with black tyres and spray goop, and out of this, a set of guidelines have been drawn up to govern this type of racing.

The period in question appears to divide well into three specific decades where the cars raced were broadly of their own specific designs. The racing is designed to reflect this, with the three classes, saloon, F1 and Sports being divided into three sub classes: circa 1970s, circa 1980s and circa 1990s.

The guideline on car standards are based on a handbook from the period as illustrated below. Further sections have been added to ensure the cars are based on the technology at the time while recognising that track conditions on which the cars are racing now are markedly different. On this point it is recognised that racers will 'adjust' cars to maximise performance using modern rear donuts racing in modern track conditions and allowances have been made (particularly in respect of guide types) to allow this to occur while preserving the integrity and originality of the chassis.

The car standards will be decided by the scrutineers who have the task of ensuring that all cars are compliant with the rules concerning the class that they are entered in. Cars will be scrutineered sympathetically, and it is acknowledged that appropriate substitutes for period accurate components may have to be used. Such changes are likely to be allowed if they reflect the spirit of the racing of the class and are not made for performance enhancing

purposes. Equally the scrutineers have the discretion to allow certain cars to race within an era if it is shown they commonly did even though they do not conform to the guidelines (e.g. allowing the 'tuning fork' chassis run in the 1970s era).

Car standards:

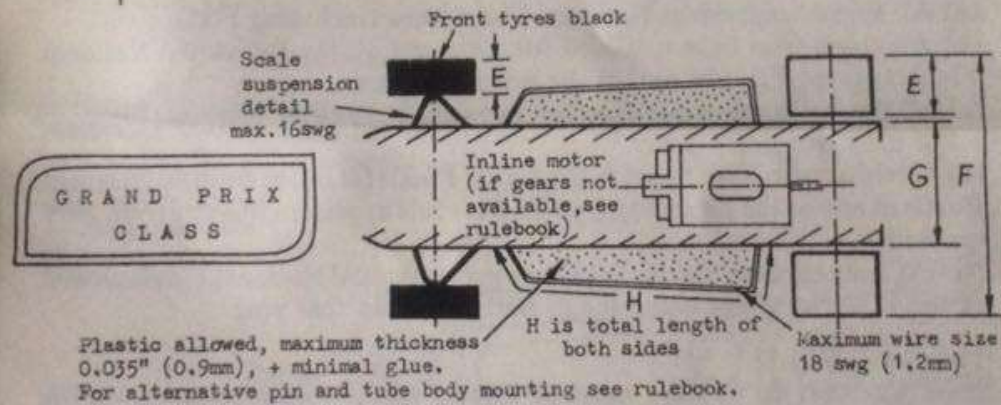
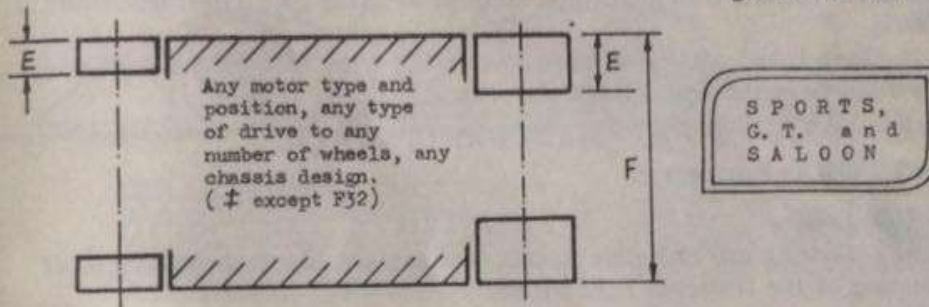
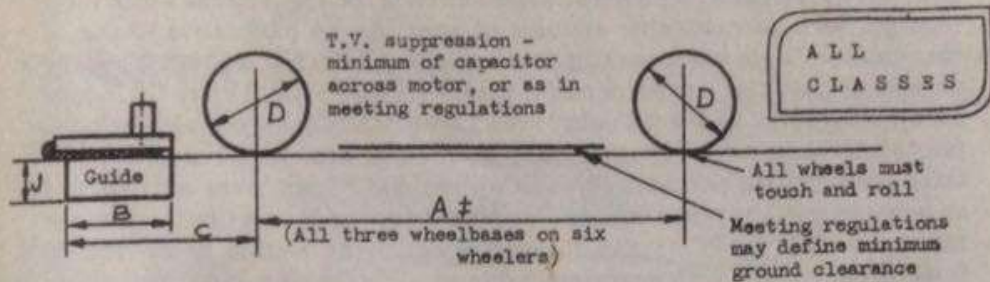
- a. All three classes (saloon F1 and sports will be divided into subclasses: circa 1970s – class A, circa 1980s – class B and circa 1990s class C.)
- b. F32 cars will race as a class in itself though with an appropriate shell they are eligible for class A in saloon and sports.
- c. All cars will have solid front wheels that touch the track and roll. 'Rattlers' are not permitted to run in class A.
- d. For saloon and sports, plastic gears are not permitted. For F1s they are permitted due to the non availability of metal F1 gears.
- e. In classes A and B pinions must have at least 8 teeth.
- f. All cars will be fitted with modern black soft rubber on their rear tyres and the cars will run to present day BSCRA gooping rules. Plastic rear hubs are permitted.
- g. No multiple magnet set ups are permitted.
- h. All wheels will be located on the outside of the pans and not mounted internally on the pans. All wheel arches will be cut out.
- i. The shells must come from either the period from which the car is racing or an earlier period. They must fit the chassis with a tolerance of 1/8th inch (scale 4 inches).
- j. All shells must have the correct detail with regards to lights and have numbers in at least two places. They must be painted and presented to a high standard and representative of the period. They must have interiors fitted appropriately.
- k. The guide may protrude from the front of the shell though the guide nut must not be visible when looking at the car directly from above. Other than this, there are no restrictions on the type or position of guide used other than the maximum permitted length is 28.5mm.
- l. No chassis will have a lateral movement capable between the rear axle and the guide (steering) as this was technology that was introduced after this period.
- m. All chassis will have brass pans and will be constructed out of brass plate, brass tubing and piano wire soldered together.

- n. The exceptions to this are class B where steel centre sections are allowed and class C which allowed steel centre sections, plates and pans but must otherwise be constructed from brass tubing and piano wire. The original Betta Gp12 chassis is permitted to race in saloon.
- o. It is the scrutineer's decision as to the earliest era a car is allowed to race in.
- p. In class A, all cars will have a solid single front axle, the minimum diameter being 3/32nd inch. All cars in this class will have a chassis that is rigid between the rear axle and guide plate and does not have a central hinge which is set perpendicular to the rear axle enabling the chassis to flex in a rotational manner.
- q. In F1 class A only, the chassis width is restricted to 1 ¼ inch (32mm) though 2 x 18swg pieces of piano wire can be fitted for body mounting purposes (with clear plastic inserts). All chassis are to have four wheels only. The maximum width of the car is limited to 64mm other than for rear wings on shells which are wider and were raced at the time.
- r. In F1 class B, pan inserts are allowed and the maximum width of the car is 64mm.
- s. In class C for F1 the maximum width of the car is 68mm.
- t. The motors in class A must either be a 'B' or 'C' can. Armatures are a free choice though must be representative of the period.
- u. The motors in class B should be anything representative of that period other than strap motors.
- v. The motors in class C Sports and F1 will include strap motors.
- w. The motors in class C saloon will be early Group 12 motors. A ball race in the can is permitted but not the endbell.
- x. The motors in Sports F32 will be a B or C can motor with a tagged Group 20 armature. Shunts are not allowed and both the motor and chassis must have oil lite bearings.
- y. For sports F32, all vintage F32 cars from this period are permitted to race in the form they raced in at the time. They will have a drop arm fitted and the side pans will be soldered to the chassis rails using brass hinges and piano wire. The can must not be an integral part of the chassis design and there are no ball-race bearings permitted in either the motor or the chassis.
- z. Cars must have a minimum ground clearance of 0.5mm between the rear wheels at the start of a race.

- aa. It is intended that the cars raced in this series accurately represent the cars raced at the time. As such modern chassis racing building techniques such as lightening the pans by drilling holes would not be considered appropriate.
- ab. It is for the scrutineer to effectively marshal car standards and as such their adjudication on these matters is final.
- ac. The dimensions of the cars are as below and, other than the exceptions listed above are applicable to all cars.
- ad. For Class C (1990s) both Parma and Eurotoy Production Cars are permitted in Sports and Saloon. With these cars only plastic gears are permitted. Wasp or S16D motors are permitted in these cars.

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ECRA CHASSIS RULES ILLUSTRATED



\neq Formula 32 cars must use chassis and motor as defined in rulebook part 4.

Dimension	Minimum	Maximum
A	Scale size minus 1/16in. (2mm)	Scale size plus 1/16in. (2mm)
A \neq	Body must reasonably fit standard	3 in. chassis. (76mm)
B	None	2/8 in. (23mm)
C	None	1/8 in. (29mm)
D	5/8 in. or scale size (15mm)	None
E	3/16 in. (4mm)	3/8 in. (16mm)
F	None	64mm
G	None	1 1/2 in. (32mm)
H	None	150mm
J	Track normally 1/2 in, minm. 3/16in.	Track maximum 1/4 in. (6.4mm)

The rules illustrated in these diagrams are defined in the ECRA handbook. Dimensions in brackets are for guidance only.

Event format:

This format has been designed to reflect the ideals of 'gentleman rules' as previously adopted in this form of racing. It is an applicable format for all sizes of track and is designed to maximise the enjoyment of the competitors involved.

1. The conduct of the meeting will reflect the rules of BSCRA and will be supervised by the Race Controller. Should there be any dispute it will be adjudicated by the race controller and two other members of the organising team.
2. Event organisers are to provide suitable awards for the meeting, and it is desirable that competitors have the option of a reasonable evening meal offered, if it is possible to do so.
3. As well as class, concours and constructor's awards, there will also be a gentleman driver of the day award for the driver who best encapsulates the spirit of this racing.
4. There will be two scrutineers at a meeting. Where there is a difference in opinion on the legality of a car, a third adjudicating scrutineer will be referred to. The decision made by the scrutineers is final and not subject to appeal.
5. All cars are to be presented to the scrutineers who will decide what era the cars are eligible for, considering the driver representations and guidelines.
6. Generally, drivers are permitted to run in two different eras in each class of racing as well as F32. However, this may be altered due to the specific circumstances of the meeting. Full details will be published once it is possible to do so.