



RULE BOOK

2017-2018 EDITION

www.midlandslotstox.co.uk

MRSA RULE BOOK – 2017-2018 EDITION

As approved by the Board of Control, E&OE.

THE CONSTITUTION

(1) The Club

- a. The club shall be known as the Midland Slotstox Racing Association (MSRA).
- b. In the event of the MSRA disbanding, the club's assets will be offered to MSRA members for them to purchase. Unsold items will be advertised on eBay or a similar website. All MSRA funds will then be donated to a registered charity, to be determined by the Board of Control.

(2) The Board of Control (BOC)

- a. The BOC shall consist of a Chairman (with a casting vote), Vice Chairman, Secretary, Treasurer, Grader, Chief Scrutineer, and one representative from each promotion, (provided the promotion runs at least 3 meetings). Each has one vote.
- b. Board of Control (BOC) shall be elected at the Annual General Meeting (AGM). They will then take office immediately. **ALL BOC MEMBERS MUST BE MEMBERS OF THE MSRA.**
- c. A Vice Chairman will be voted on at the AGM by the members, with the purpose of taking over the chair in the absence of the Chairman. The Vice Chairman would then take on the casting vote, but lose his own.
- d. BOC officials cannot be proposed from the floor at an AGM for a position that has someone already proposed and seconded on the Agenda.
- e. Any BOC officer that wants to step down must advise the BOC in writing (not via email or social media).
- f. A quorum at any BOC meeting shall consist of a majority of its members and shall include the Chairman and/or Vice Chairman.
- g. The Board of Control shall have the right to decide the membership and race fees for the coming season. Increases shall take place only if the BOC considers it is necessary.

(3) Annual General Meeting (AGM) and Extraordinary General Meeting (EGM)

- a. An AGM shall be carried out towards the end of every season. An EGM can be called at any time during the year.
- b. New rules and amendments to rules may only be proposed by members at the AGM or at an EGM (unless rule 3c applies). Amendments to proposals can only be put to a vote if the original proposer agrees to the amendment. In the event of a BOC proposal, a majority of the BOC must agree to the amendment.
- c. The BOC has the power to amend any current rule, or introduce a new rule, as and when they see fit. Any such rule changes must be advised to the members 14 days in advance of them becoming part of MSRA rules. This is to allow any member to call an EGM should they disagree with such rule changes.
- d. The Secretary must circulate to the membership an Agenda, including proposed rule changes and amendments, at least 14 days before the AGM or 7 days before an EGM, unless held out of season, when it will be 14 days.
- e. If an EGM is called by anyone other than the BOC then he/she will pay a £20 protest fee, unless the EGM is called to discuss a proposed new rule or rule amendment (see rule 3c). Any protest fee will be refunded if the proposal is carried.
- f. A quorum at an EGM **or AGM** shall consist of 15 voting members plus a quorum of the BOC (see 2f above).
- g. Only members who are thirteen years of age or older are entitled to vote at EGMs and AGMs.
- h. There will be no Any Other Business at either the AGM or an EGM.
- i. A permanent and agreed record must be kept of all business conducted at AGMs, EGMs and BOC meetings.

(4) Promotions

- a. Official promotions must be run under the rules of the MSRA, **AND THEREFORE ALL PROMOTERS MUST BE MEMBERS OF THE MSRA.**
- b. Promoters reserve the right to refuse admission to any race meeting.

MEMBERSHIP

- (1) Membership Subscriptions for this season are to be: **£6 for adults, £4 for juniors**, and £3 for associate members.
- (2) Membership Subscriptions shall run from 1st September to 31st August.
- (3) A junior must have been less than 16 years of age on 1st September immediately prior to the start of the season.
- (4) Drivers must register under their own name.
- (5) If a registered number is unused for a complete season it will become openly available.
- (6) The reigning Midland Champion has the option of changing their racing number to '1' for the duration of their reign.

RACE FEES / DAY MEMBERS

Race meetings charges will be:

- (1) **£3.50 for adults, £1.50 for juniors and £4.00 for day members.**
- (2) Non-members wishing to race may do so by becoming a day member by paying an extra 50p to race, for a maximum of three meetings, after which they must become full members by paying full membership registration subscriptions minus the £1.50 (max) they've already paid. Points scored as a day member will not count on the grading list or towards any MSRA Championship events.
- (3) Day members may race in any meeting but are not permitted to take home any MSRA Championship Trophy. Day members have no voting rights at an AGM or EGM.
- (4) **£5.00 will be paid by the promoter to the club at the end of each meeting.**

DISCIPLINE

- (1) The BOC shall have the power to discipline any member found guilty of misbehaviour.
- (2) If a driver receives two steward warnings in any 12 month period, a penalty shall be imposed.
- (3) Where disciplinary action may be taken, any member has the right to attend a disciplinary hearing and state their case.
- (4) Where disciplinary action has been taken, members have the right to appeal and may attend the appeal hearing to state their case.
- (5) Should any member wish to make a complaint, they should do so in writing to a member of the BOC. Where possible, the BOC will ***aim*** to deal with any complaint within a ***two*** week period.

Note: Drivers are reminded about the importance of their behaviour during race meetings and outside of the club, including the worldwide web and social media. Any action that is deemed to bring the MSRA into disrepute may be punishable.

CHAMPIONSHIPS

Championship meetings to be ran on Saturday and Sundays only.

(1) The Midland Championship

The Midland Championship will consist of Qualifying Rounds, Quarter Finals, Semi Finals and Midland Final.

- a. Qualifying Rounds
 - i. The qualifying rounds will be spread equally over the first two grading periods.
 - ii. All qualifying rounds will count towards the Quarter Finals.
 - iii. A list of the top 32 qualifiers for the Quarter Finals will be listed prior to the event.
- b. Quarter Finals
 - i. The Quarter Finals will be run as separate races before the meeting and no points will be scored.
 - ii. The top 24 available drivers on the day will contest the Quarter Finals.
 - iii. The grid for the Quarter Finals will be staggered with the four highest points scorers starting from lane 1. The exact positions will be decided by the race steward.
 - iv. The Quarter Finals will be run over 30 laps.
 - v. The top 3 from each Quarter Final will qualify for the Semi Finals.
- c. Semi Finals (**Both semi- finals to be run on the same track on the same day.**)
 - i. The grids for the Semi Finals will be gridded according to the results of the Quarter Finals as follows:
 - 1st, 2nd, 3rd in QF1 to lanes 1, 3 and 5 in SF1.
 - 1st, 2nd, 3rd in QF2 to lanes 1, 3 and 5 in SF2.
 - 1st, 2nd, 3rd in QF3 to lanes 2, 4 and 6 in SF1.
 - 1st, 2nd, 3rd in QF4 to lanes 2, 4 and 6 in SF2.
 - ii. The grid for the Semi Finals will be staggered with lanes 1 &2, 3 &4 and 5&6 starting in staggered pairs. The precise positions will be decided by the race steward.
 - iii. The Semi Finals will be run over 40 laps.
 - iv. The top 3 from each Semi Final will qualify for the Midland Final. If less than 3 drivers finish, then only those drivers who finish the race qualify for the Midland Final.
 - v. At the end of both Semi Finals, the two winners will toss a coin to decide who chooses lane 1 or 2 for The Midland Final. The highest points scorer after the Qualifying Rounds calls and the winner chooses.
- d. Midland Final
 - i. The Midland Final will always take place in February.
 - ii. The grid for the Midland Final will be staggered with lanes 1 &2 (Semi Final winners), 3 &4 (Semi Final runners up) and 5&6 (Semi Final third place drivers) starting in staggered pairs. The precise positions will be decided by the race steward.
 - iii. The Midland Final must be run as the last heat. The winner scores the usual heat win points and progresses directly to the meeting quarter finals. The other five Midland Finalists proceed to the consolations.
 - iv. The race will be run over 50 laps.
 - v. The winner of the race becomes Midland Champion and will display the gold roof whilst champion.

Note: If a driver cannot take part in a Midland Championship Semi Final or Midland Final then a reserve shall be used. The reserve will be the 4th place driver from whichever Quarter Final or Semi Final the absentee qualified through. A reserve will always start from the outermost lane with qualified drivers moving inwards one lane each, as necessary, to fill the gap left by the absentee.

(2) The Midland Points Championship

- a. The championship is won by the person who scores the most grading points over the MSRA season.
- b. The winner becomes Midland Points Champion and will display the silver roof whilst champion. If the Midland Points Champion holds the gold roof, then two silver stripes shall be used instead.
- c. In the event of a tie, the driver with the highest overall average will take precedent. If this does not split the drivers, then total race wins will be used. Should further criteria be required, then the following order will be used: Most Final wins, Most Semi Final wins, Most Quarter Final wins, Most Heat wins.

(3) The Rosebowl Championship

- a. Each driver races in 3 heats.
- b. The top 18 points scorers go through to 3 Semi Finals drawn in points order (1st on lane 1 of semi final 1, 2nd on lane 1 of semi final 2 etc).
- c. The top 2 go through to The Midland Rosebowl Championship final with the winners from each semi final occupying the first 3 lanes in points order (including heat points); similarly for the semi-final runners-up on lanes 4-6.
- d. In the event of ties, see notes at the end of this section and apply the countback criteria.
- e. The winner of the race will become The Midland Rosebowl Champion and will display the black and white chequered roof whilst champion (see Grading rule 8 for full details).

(4) The Grand National Championship

- a. Everyone is eligible to race in a Grand National.
- b. The Grand Nationals are split into two groups: Whites & Yellows (except meeting finalists) and Blues, Reds & Superstars (plus meeting finalists).
- c. All Grand National grids are drawn at random by the promoter of the meeting. Note that the draw MUST be made available for all members to witness.
- d. All Grand Nationals are run over 20 laps.
- e. Grand Nationals are scored 6, 5, 4, 3, 2, 1 for the purposes of Grading Points, Grand National Championship Points and Track Championship Points. In the Grand National Championship, drivers who qualified for the meeting final, do not score Grand National points.
- f. The winner of the meeting final will start on lane 6 behind the superstars, one lap down (and behind the superstars if White or Yellow.) Should he/she finish first, second or third, then points scored will be doubled.
- g. The Grand National Champion is the person with the highest number of Grand National points scored over the course of the season. They will display the red and yellow chequered roof whilst champion (see Grading rule 8 for full details).

(5) The Midland Masters

It will be run over a full weekend as follows:

Saturday: 3 sets of heats / 3 semi-finals, Final / Grand Nationals. Heats are drawn as follows:

- 1st set: Races made up from a single grade or a mixture with the next grade above gridded grades within grades.

- 2nd set: Each heat grid is reversed, with lanes 1-3 racing in 4-6, and vice versa.

- 3rd set: Totally Random Draw (Any driver can draw any lane. Drivers start from their grade lines).

Top 18 championship point scorers got the semi-finals, top 2 from each of these races qualify for the meeting final.

- Only heat races count towards the championship.

Sunday: 3 sets of heats / 3 semi- finals / Final / Grand Nationals. Heats are drawn as follows:

- 1st set: Drivers' average score (eg: Top 6, highest on lane 6, next on lane 5 etc).

- 2nd set: Each heat grid is reversed, with lanes 1-3 racing in 4-6, and vice versa.

- 3rd set: Totally Random Draw (Any driver can draw any lane. Drivers start from their grade lines).

- Day 2 heat scores are added to Day 1 heat scores. Top 18 point scorers make it through to 3 Semi Finals. Highest points scorer on lane 1 in semi- final 1, next on lane 1 in semi- final 2, next on lane 2 in semi- final 1 etc.

- Top 2 from the Championship Semi Finals make it through to the Championship Final. Highest points scorer from the winners of the Championship Semi Finals gets lane 1. The other drivers from that Semi Final gets lanes 3 and 5. The other semi-final drivers get lanes 2, 4 and 6.

- i. The winner of the race becomes Midland Masters Champion and will display the "Union Jack" flag on the roof whilst champion (see Grading rule 8 for full details).

(6) The Supreme Championship

- a. The Supreme Championship is always the last official race of the MSRA season.
- b. All MSRA champions at the time of the race (excluding track champions) qualify for the time trials.
- c. Each driver will do one timed lap in the time trials. The 6 fastest drivers will qualify for the race, with the fastest driver on lane 1, second fastest on lane 2 etc.
- d. The grid will then be staggered, with lane 6 starting at the front, lane 5 next etc. The precise positions will be decided by the race steward.
- e. The race will be run over 40 laps.
- f. The winner of the race will become the Supreme Champion.

(7) The Novice of the Year

a. 'A Novice'

- i. A 'novice' is a brand new driver that becomes a member of the MSRA, having not raced in this or any other slot car racing club.
- ii. If a driver has previously raced in the club as a guest, then they are eligible to enter the Novice of the Year once they become a member.

b. The Novice of the Year Race

- i. The race is open to the top 6 available novice drivers on the grading list at the time of the race.
- ii. The driver with the highest points total starts on lane 1, second highest on lane 2, etc.
- iii. The winner of the race becomes the Novice of the Year Champion.

(8) The Ladies Championship

- a. The race is open to the top 6 available female drivers as recorded in the grading list being used at the time of the Ladies Championship Final Race.
- b. The driver with the highest points total starts on lane 1, second highest on lane 2, etc.
- c. The winner of the race becomes Ladies Champion and will display the pink and white chequered roof whilst champion (see Grading rule 8 for full details).
- d. The race will be run over 40 laps.

(9) The Juniors Championship

- a. This Championship is open to all Junior members.
- b. The race is open to the top 6 available drivers as recorded in the grading list being used at the time of the Junior Championship Final Race.
- c. The driver with the highest points total starts on lane 1, second highest on lane 2, etc.
- d. The winner of the race becomes the Juniors Champion and will have one gold stripe on their roof whilst champion.
- e. The race will be run over 40 laps.

(10) The Juniors Points Championship

- a. At the end of the season, the Junior with the highest points total on the end of season grading list will become the Juniors Points Champion. They will have one silver stripe on their roof whilst champion.

(11) The Minors Championship

- a. This Championship is open to Junior members who are under the age of 10 at the time of membership.
- b. The race is open to the top 6 available drivers as recorded in the grading list being used at the time of the Minor Championship Final Race.
- c. The driver with the highest points total starts on lane 1, second highest on lane 2, etc.
- d. The winner of the race becomes Minors Champion and will display the purple stripe whilst champion.
- e. The race will be run over 30 laps.

Note: No MSRA Championship should ever result in two champions (except Track Championships, see Trophies section, rule 2). If there is a tie, a winner will be decided by count-back (see below). If a winner cannot be determined by this method, a 10 lap run-off between the tied drivers will be run to determine the champion. A coin toss will take place with the winning driver being able to choose which lane they want according to the lanes offered by the steward.

Count-back is used when multiple drivers are tied in a points table (excluding the Midland Points Championship, see rule 2c.). The person with the largest single round score within that championship will take precedent. If this does not decide the higher placed driver, their second highest score is taken into account. This continues (third highest, fourth highest etc) until all count-back criteria has been used.

GRADING

- (1) Grading is carried out on a points basis, calculated on points scored during a Grading Period. Grade changes are announced by the MSRA Grader at the end of a grading period and take effect on the dates shown below:

<u>Grading Period</u>	<u>Start Date</u>	<u>Finish Date</u>	<u>Date new grades come into effect</u>
1	11-11-17 SAT	26-11-17 SUN	9-12-17 SAT
2	2-12-17 SAT	17-12-17 SUN	30-12-17 SAT
3	23-12-17 SAT	7-1-18 SUN	20-1-18 SAT
4	13-1-18 SAT	28-1-18 SUN	10-2-18 SAT
5	03-2-18 SAT	18-2-18 SUN	3-3-18 SAT
6	24-2-18 SAT	11-3-18 SUN	1-11-18

- (2) The grades, from the top are as follows (unless there are more than 50 active members in which case the Grader will adjust the number of drivers at each grade as he sees fit):
- a. 1 Gold roof (Midland Champion, graded superstar whilst champion)
 - b. 1 Silver roof (Points Champion, graded superstar whilst champion)
 - c. 2 Superstars
 - d. 4 Reds (Star)
 - e. 8 Blues ('A')
 - f. 14 Yellows ('B')
 - g. All remaining members will be graded white (including novice drivers) unless:
 - i. Any driver who has been Midland Champion at any time, cannot be downgraded below blue, unless they were Midland Champion more than 20 years ago AND have not been graded above blue in the past 15 years, in which case they can be yellow.
 - ii. Any driver who has been Midland Points Champion at any time cannot be downgraded below blue.
 - iii. Any driver who has been Superstar during three grading list appearances, at any time, cannot be downgraded below blue
 - iv. Any driver who reaches Red cannot be downgraded below yellow.
 - v. Any driver that has raced at another Slotstox club before joining the MSRA shall race initially as blue.
 - vi. Any driver who returns to racing after a period of retirement shall take the grade he last held.
 - vii. Guest drivers shall be graded at the discretion of the promoter.
- (3) The Grader has discretion to alter the numbers of drivers per grade so as to reflect the number of registered drivers. Grades will be published on the Official Grading List, compiled by the Grader.
- (4) A driver must race in at least two meetings per grading period before he can be downgraded.
- (5) A driver may not be downgraded by more than one grade per grading period.
- (6) Drivers will be re-graded, if necessary, as follows:
- a. To yellow, if their average points score since the start of the current season is between 10.00 and 15.00.
 - b. To blue, if their average points score since the start of the current season is greater than 15.00 but less than 20.00.
 - c. To red, if their average points score since the start of the current season is greater than 20.00.
 - d. To superstar, if their average points score since the start of the current season is greater than 25.00.
- (7) It is the driver's responsibility to make sure their car displays the correct grade colour. The whole of the roof or centre panel of a wing must be painted with the correct grade colour. Should you receive a warning for an incorrect grade colour, you will have 7 days to rectify the matter. After that you will not be allowed to race.
- (8) The Rosebowl, Grand National, Midland Masters and Ladies Champions must show their grade on the edge of the wing. Where no wing is in use, the grade should be on the edge of the roof of the car.

MEETING FORMAT & POINTS

- (1) All meetings (whatever the numbers in attendance) will have MSRA grading points allotted to races as long as the meeting has been approved by the BOC.
- (2) All points scoring races are to be run in an anti-clockwise direction.
- (3) All point scoring races must be run in graded order with the exception of Grand Nationals and Championship races (see Championships section). Approval must be sought from the BOC in order to run non-graded races.
- (4) Quarter Finals, Semi Finals and Finals are to be gridded grades within grades according to a driver's total (based on the most recent grading points chart) with the highest total to the outside of their grade.
- (5) A promoter will use one of the following BOC approved formats:
 - a. **Full format (30 - 58 cars).** This will include (unless rule 6 is used):
 - Heats:** Race winner only to QF, rest to Cons (Scored: 8, 0, 0, 0, 0, 0).
 - Cons:** Top 3 to QF (Scored: 6, 5, 4, 3, 2, 1).
 - QF:** Top 3 to SF (Scored: 6, 5, 4, 3, 2, 1).
 - SF:** Top 3 to the Final (Scored: 6, 5, 4, 3, 2, 1).
 - Final:** (Scored 12, 10, 8, 6, 4, 2).
 - GN:** Run in accordance with Grand National Championship rules (Scored: 6, 5, 4, 3, 2, 1).
 - White Top race:** Just the winner required. No grading points are scored.
 - b. **4 Heat format (29 cars or less).** This will include:
 - Heats:** Each driver to race in 4 heats. A driver's best 3 out of 4 races count. Top 12 points scorers to the SF. In the event of a tie, a count back of driver's positions will be used. Should this not separate the drivers, then a run-off will be used (Scored 6, 5, 4, 3, 2, 1).
 - SF:** Top 3 to the final (Scored 6, 5, 4, 3, 2,1).
 - Final:** (Scored 12, 10, 8, 6, 4, 2).
 - GN:** Run in accordance with Grand National Championship rules (Scored: 6, 5, 4, 3, 2, 1).
 - White Top race:** Just the winner required. No grading points are scored.
- (6) When using the '**Full format**' should 18 cars or less qualify after the heats and consolations then they will go straight into **3 Semi Finals**. The top 2 from each Semi Final will qualify for the final. These Semi Final races will then be scored 8, 6, 5, 4, 3, 2.
- (7) It is at the discretion of the promoter how the white top race(s) is run. Any driver (including guests) graded white may take part unless they have won a final or have been graded blue at some point during their career.
- (8) If any race has only 4 cars then lanes 2 through to 5 are to be used.
- (9) Meeting start times will be published in advance by the BOC. It is the responsibility of the Promoter to ensure their meetings start at, or as near as possible to, the advertised time. To assist with this, track power should be turned off 15 minutes prior to start time. It is the responsibility of drivers to ensure they arrive and book in at least 15 minutes prior to the advertised start time.

TROPHIES

- (1) All meetings must carry trophies for 1st, 2nd and 3rd places in the meeting final and a white top award, provided by the promoter.
- (2) Each track must provide a trophy to the scorer of the most points during a season at their track (the Track Champion trophy). If there is a tie for a Track Championship, it is up to the individual promoter whether they have two champions or use a different method to decide a champion.
- (3) No trophy is to include 'Midland' or 'Championship' without the BOC's approval.

MEETING OFFICIALS

- (1) Each promoter shall appoint officials for each meeting. These shall consist of:
 - a. Pit Marshals (different for each promotion where possible).
 - b. A Race Steward for every race - from a pool of stewards elected by the BOC.
 - c. A Scrutineer - approved annually by the BOC.

SCRUTINEERING

- (1) All cars must be presented for scrutineering before racing.
- (2) All cars must pass scrutineering before being allowed to race. Cars that fail scrutineering will not be allowed to race until rectified.
- (3) The Scrutineer's decision on whether or not a car races is final. Any complaints must be taken to the next BOC meeting. There will be no emergency BOC meeting to decide the legality of an individual car.
- (4) The role of track inspection is the duty of the Scrutineer. He has the authority of the BOC to declare a track unfit to race on if it is not up to specification. Note that NO POLISH is to be used on the track at any time.

RULES OF RACING

- (1) General Rules
 - a. In any race, the Steward's decision is final.
 - b. Replacement of parts for a car is allowed during a meeting, but a complete chassis or a complete car may not be replaced. Anyone found doing this will receive a ban.
 - c. Any shouting or other abuse at marshals at any time will result in disqualification of the offending driver from that race.
 - d. Each driver has started the meeting once 'race over' has been called in their heat. If a heat has to be re-run and a car is damaged beyond repair, a driver may change car as long as it passes scrutineering.
 - e. A car can only be driven by one person per meeting- car sharing is not allowed.
 - f. Only lighter fuel can be used to clean braids and tyres at and away from race meetings. Please refer to the Health and Safety Information at the end of this document.
- (2) Before the Race
 - a. It is the responsibility of the driver to ensure that his car is in the pits at the relevant time. Cars must not be removed from the pits once each set of races has been worked out. Any car taken from the pits before the race without the express permission of the pit marshal will be disqualified from that race.
 - b. It is the responsibility of the drivers in the race to state if they are happy with the marshals before the start of their race.

(3) During the Race

- a. In the event of a car failing to leave its starting position, the race will be stopped and a restart called.
 - b. If a car jumps the start of the race then they are to be positioned **at the back of** the next grade, if they cannot fit alongside.
 - c. A car may be reset if de-slotted unless it is on its roof, on its side, leaning on its side against the fence or has left the track.
 - d. No car shall be repaired during a race. It is permitted for marshals to tidy braids to allow a car to continue to race. Replacing dislodged braids is prohibited.
 - e. A driver who touches his own car or obstructs any other car on the track shall be disqualified from that race.
 - f. Decisions as to whether a car should be pushed when in difficulty, punished for stopping or reset after a pile-up are made only by the steward.
 - g. The Steward has the power to disqualify any car for stopping anywhere on the track without due cause.
 - h. The Steward has the power to disqualify any car for "kamoing" another car. Note that a "kamo" will result in disqualification from that race AND missing the next race available to the "kamoer".
 - i. Any car that breaks during a race, and is deemed by the Steward to affect the running of the race will be disqualified from that race.
 - j. If a car loses a front tyre it will not be disqualified from the race. A car will only be disqualified if it loses a complete wheel.
 - k. Lap recorders will not be altered during a race.
 - l. After finishing a race, a driver who deliberately puts another car out of the race, shall be disqualified from that race.
 - m. A driver must complete full race distance to progress further in the meeting.
 - n. Should a driver have a problem within the race, it is the responsibility of the driver in the race to speak to the Steward before race over is called. Where a problem involves a minor/junior (under 16 years of age) then the parent/guardian may be the spokesperson for that child. No-one else should get involved in the conversation unless specifically invited to do so by the Steward of the race.
 - o. The race has finished once the Steward calls "race over" and not before.
- (4) All drivers must **remain at the rostrum** with their throttles plugged in until the Steward has declared the race over.

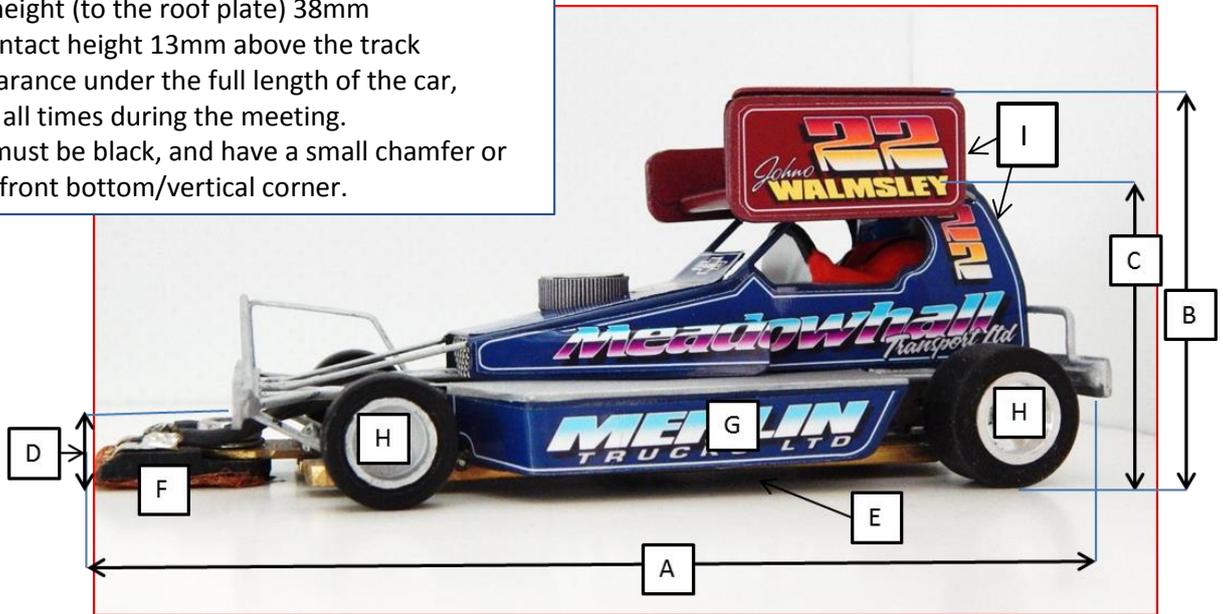
(5) Re-Runs

- a. A re-run **may be** called (by the Steward) for the following reasons only:
 - i. A track fault.
 - ii. No finishers.
 - iii. An issue with lane stickers and the Steward feels it has affected the outcome of the race.
 - iv. The lap scoring computer freezes during a race.
- b. In the event of a race being rerun, repairs can be made only at the discretion of the Steward.

CAR REGULATIONS

**In all cases cars must fit into the Scrutineer's measuring box.
Cars must not have any sharp edges, or weigh more than 200 grammes.**

- A- Maximum length 140mm including slot guide.
- B- Maximum height (incl. wing) 89mm
- C- Minimum height (to the roof plate) 38mm
- D- Bumper contact height 13mm above the track
- E- Ground clearance under the full length of the car, before and at all times during the meeting.
- F- Slot guide must be black, and have a small chamfer or radius on the front bottom/vertical corner.



G- If skirts are fitted they should be vertical and have a minimum track clearance of 2mm at all times. It is permissible to affix piano wire to the lower edge of the skirt, but there should be no struts between the side rail and the skirt. The material used for skirts or side rail fillers must be no greater than 0.25mm thickness. Side rails should be fixed to the chassis rail that runs continuously between the front and rear bumpers (main rail), mounted no lower than the centre of the rear wheels.

H- WHEELS AND AXLES

- Cars must have four wheels only.
- There must be tyres on all wheels.
- **Front wheels-** Combined wheel-and-tyres are permitted. Minimum diameter 12mm, maximum diameter 20mm.

Rear tyres are silicon compound, and must be purchased through the MSRA "tyre supplier". These are 11.5mm wide, must be at least 15mm in diameter, and be adhered parallel to the wheel hub. No sponge rubber or sponge tyres are permitted. *The BOC strongly advise against the use of solvent based chemicals to clean tyres, as this can cause the tyre to become detached, degrade and/ or dissolve.*

- Cambered wheels are NOT allowed. Wheels must be perpendicular to the surface of the track (+ or - 3°).
- Drive must be to the rear wheels only- four wheel drive is not allowed.
- Axles must be mounted below the chassis main rails. Ball-race axle bearings are not allowed.

I- BODY STYLES AND SIGNAGE

- The driver's registered number must appear on the car. This must be legible and have no other sign writing interfering with the numbering. No other race number should appear on the car.
- The whole of the top of the roof (with the exception of a registered number or stripes / checks denoting a club championship) must be painted in grade colour, unless the driver is using a BriSCA F1 / F2 style wing.
- Wings should be painted with a predominant base colour that represents the driver's grade on the top centre panel. No part of the roof or wing should be painted in an MSRA championship colour unless the driver is the current reigning champion.
- Roof fins and roof numbers are optional, but if used must be in accordance with the above.

CAR BODY

- Must be securely fixed to the top chassis.
- The body can be constructed from brass or tin sheet, maximum thickness 0,25mm, or plastic.
- Metal bodies can have roll bars made from piano wire.
- The roof must be solid and of a realistic scale size.
- Roof fins (and sides of aerofoils, if fitted) must be a minimum thickness of 1.5mm (16swg).
- Windows must be cut out on all four sides, and of a realistic scale size.

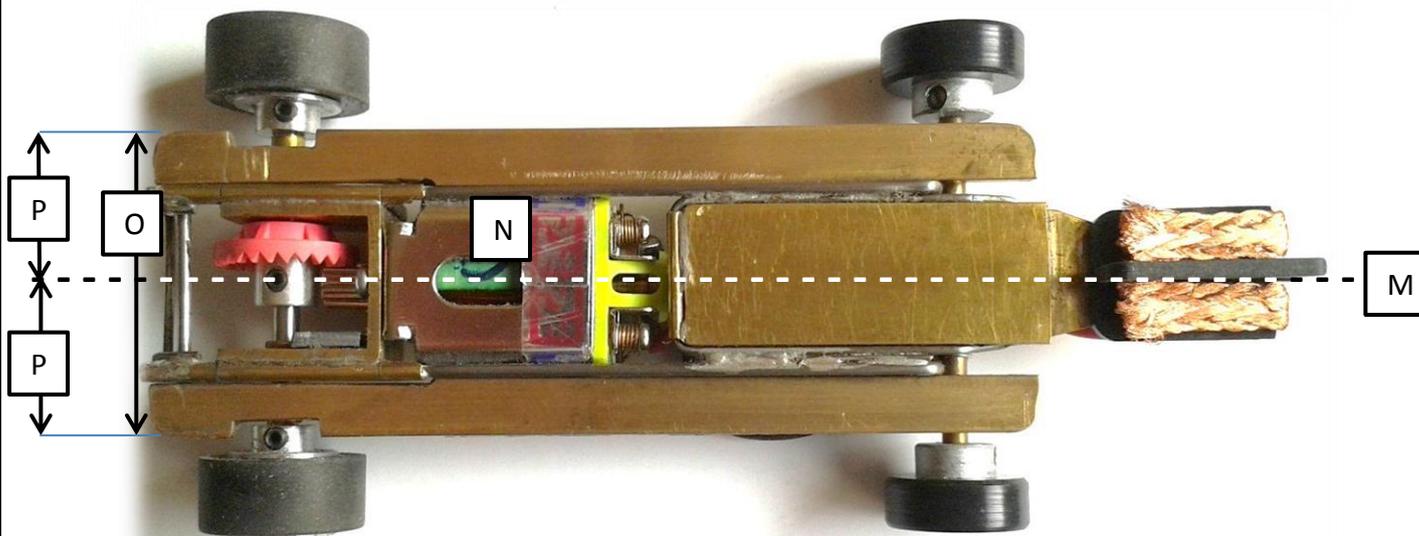
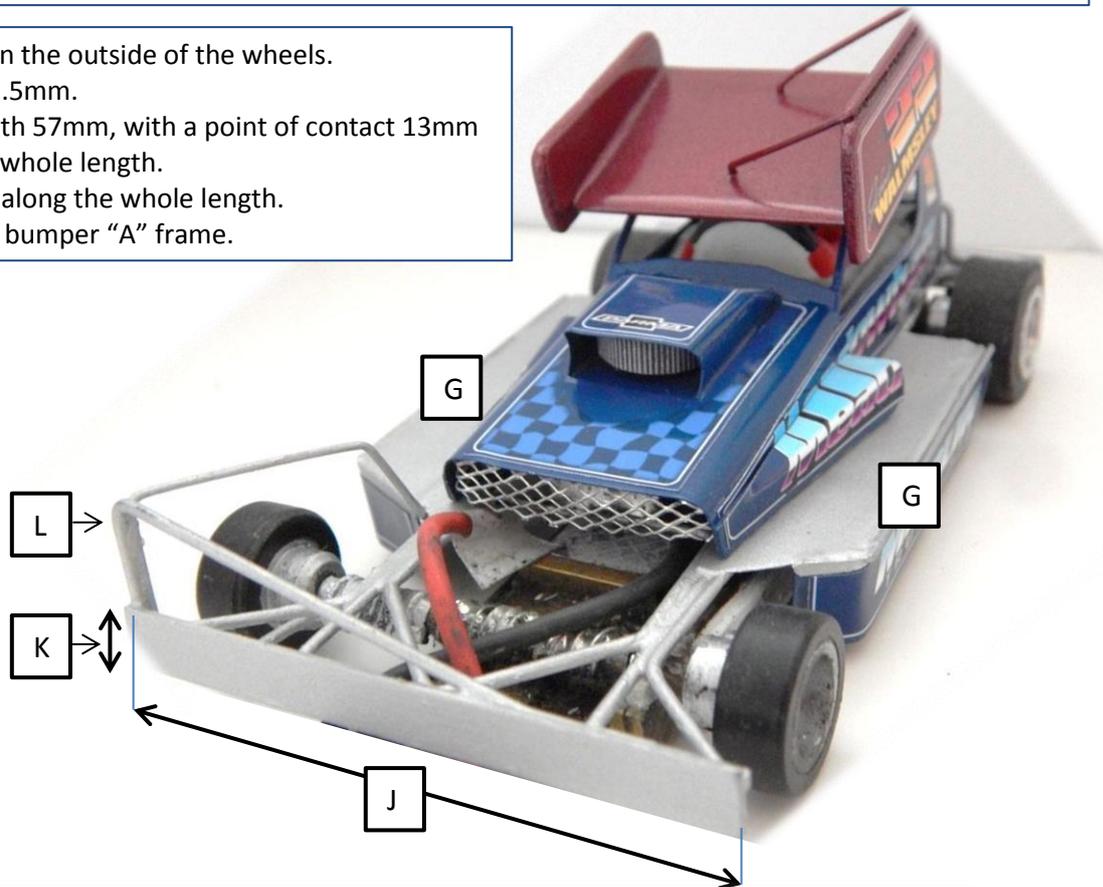
G- Side rails no wider than the outside of the wheels.

J- Maximum car width 63.5mm.

J- Minimum bumper length 57mm, with a point of contact 13mm above the track along its whole length.

K- Bumper width 5-8mm along the whole length.

L- Cars must have a front bumper "A" frame.



UNDER CHASSIS DIMENSIONS (the diagram above is not to scale)

M- The slot-guide pivot and armature must be in the centre of the cars' width, accurate to 5mm (+/- 2.5mm).

N- Motors must be mounted in-line, and must be of C or D can dimensions. "Falcon" motors are also permitted.

O- Maximum bottom chassis width is 38mm.

P- The outside edges of the under chassis must not be more than 19mm from the centre line of the motor (plus a tolerance of +1mm permitted float).

HEALTH AND SAFETY

No car shall be raced in a condition that can injure anyone. Therefore any cars with sharp edges will not be allowed to race until rectified.

The use of any hazardous chemicals to achieve a performance increase is specifically forbidden.

IMPORTANT INFORMATION

By paying any fees to the Midland Slotstox Racing Association you are agreeing to be bound by the rules and regulations as detailed in this Rule Document.

It is a condition of admission to any club event that all persons having any connection with the promotion and/or organisation and/or conduct of the events including the owners/drivers of any machine or piece of equipment are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to participants, officials or spectators.

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Johnathon Walmsley

Secretary
Paul Taylor

Treasurer
Marie Flanagan

Vice Chairman
Rob Porter

Grader
Elliott Shaw

Chief Scrutineer
Jack Ratcliffe

NON-BOC ROLE

Webmaster
Evan Foster

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Barrie Gregory

Rob Harrad

Jack Ratcliffe

Geoff Radley

Chris Radley

Pete Randall

Elliott Shaw

Richard Sleeman

Paul Taylor

Matt Trasler

Aaron Tressler

Dean Tressler

Johnathon Walmsley

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