



RULE BOOK

2026-2027

www.midlandslotstox.co.uk

MSRA RULE BOOK – 2026-2027 EDITION

As approved by the Elected 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 Promoters representative.
- 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. If a member wishes to stand for election to a BOC position they must be proposed and seconded on the AGM agenda.
- e. If a BOC position becomes vacant and there is nobody proposed on the AGM agenda, only then can members be proposed from the floor on the day.
- f. Any BOC officer that wants to step down must advise the BOC in writing (not via email or social media), preferably giving 28 days' notice to enable the replacement to be sought and voted in the at the EGM, or at the AGM.
- g. A quorum at any BOC meeting shall consist of a majority of its members and shall include the Chairman and/or Vice Chairman.
- h. The Elected 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 and additions must be put to before the members at an EGM. A vote will be held to decide if the BOC proposed changes are to be introduced or not. The Chairman receives a vote as per any other member, and in the event of tie, whatever the chairman has voted will be carried.
- 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. 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. If any promotor wishes to refuse a member admission, they must firstly inform the BOC and give their reasons for this, it will then be decided by the BOC if the reason is valid.

MEMBERSHIP

- (1) Membership Subscriptions for this season are to be: £7 for adults, £4.50 for juniors, and £3.50 for associate members.
- (2) Membership Subscriptions shall run from 1st November to the 31st of October.
- (3) A junior must have been less than 16 years of age on 1st November 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) £4.00 for adults, £2.00 for juniors, £4.50 for adult day members and £2.50 for junior day member.
- (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. A promoter may opt out but will not be permitted to use club equipment.

DISCIPLINE

- (1) Standard procedure for discipline.

- First Stewards Warning.
- Second Steward Warning = 1 Meeting ban (14 days later)
- Third Stewards Warning = 2 meeting ban (14 days later)
- Forth Stewards Warning = 6 meeting ban (14 days later)
- Fifth Stewards Warning = 12-month ban (14 days later)

Verbal warnings may still be used for minor indiscretion, at the race steward's discretion, 2 verbal warning will equal 1 full warning.

All warnings are valid for 12 months from the date they were issued.

In all cases all members have 7 days to appeal, the appeal will be heard by 3 elected BOC members, where available, if successful the ban will be revoked and the warning that is successful will also be revoked. All previous warnings will remain in place.

Other forms of discipline may be used for behaviour that is not directly involved in the racing, IE: fighting, swearing, unruly behaviour by members and non-members.

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 grid for the Semi Finals will be 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. Points scored will only be counted once a driver has joined the MSRA.
- c. 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.
- d. 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 2 x 5 mm wide, black and white stripes on the roof whilst champion.

(4) The Grand National Championship

- a. Everyone is eligible to race in the 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 in the Blue/Red and Superstar Grand National, the final winner will start with the back wheels on the counters and the lowest grade in that race to start on the White Grade line. All other finalists must be placed in the available outer lanes in their Grand National. Should the final winner finish first in their Grand National race, 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 2 x 5 mm wide, red and yellow stripes on the roof whilst champion.

(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:

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

Top 18 championship point scorers go through to 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:

- All 3 heat sets: 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. Semi Final winners line up on lanes 1, 2 and 3, with the highest point scorer from the winners of the Championship Semi Finals getting lane 1. Second placed drivers from the Semi Finals get lanes 4, 5 and 6.

The winner of the race becomes Midland Masters Champion and will display 2 x 5 mm wide, "Union Jack" stripes on the roof whilst champion.

(6) 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.

(7) 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 2 x 5 mm wide, pink and white stripes on the roof whilst champion.
- d. The race will be run over 40 laps.

(8) 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 display 1 x 5mm gold stripe on their roof whilst champion.
- e. The race will be run over 40 laps.

(9) 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 2 x 5 mm wide, purple stripes on the roof whilst champion.
- e. The race will be run over 30 laps.

(10) The White Top Championship

- a. This will run throughout the complete season.
- b. The Championship is open to any driver holding a white top at the time of each race, white tops that have raced in the meeting final will not be eligible to take part in the white top race at that meeting.
- c. A white top race will be held at the end of each meeting, and the points scored 6, 5, 4, 3, 2, 1 for the purposes of this championship. If there are more than 6 white tops at a meeting, they will be split into 2 or 3 races, with all races scoring towards this championship
- d. The white top race is to be gridded based on the White Top Championship points order as published on the Grading List at the time of the meeting with the highest scoring overall white top starting on Lane 6 and the second highest on Lane 5 and so on.
- e. Top point scorer at the end of the season will be the White Top Champion.
- f. Guest Members Day Members can also go in these races.

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	Saturday 14 th November	Sunday 29 th November	Saturday 12 th December
2	Saturday 5 th December	Sunday 20 th December	Saturday 2 nd January
3	Saturday 27 th December	Sunday 10 th January	Saturday 23 rd January
4	Saturday 16 th January	Sunday 31 st January	Saturday 13 th February
5	Saturday 6 th February	Sunday 21 st February	Saturday 6 th March
6	Saturday 27 th February	Sunday 7 th March	Monday 1 st November

- (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, or at graders discretion.
 - 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) Any driver who has held gold or silver at any other slotstox club will be graded minimum blue top.

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. **2 Heat format (59 cars or more).** This will include:

Heats: Each driver to race in 2 heats (Scored: 8, 6, 5, 4, 3, 2). All races count and top 18 points scorers to 3 SFs. In the event of a tie, a count back of driver's positions will be used on the worst heat position. Should this not separate the drivers, then a run-off will be used.

SF: Top 2 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: Run in accordance with the White Top Championship (Scored 6, 5, 4, 3, 2, 1). No grading points to be scored.

- b. **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: Run in accordance with the White Top Championship (Scored 6, 5, 4, 3, 2, 1). No grading points to be scored.

- c. **4 Heat format** (29 cars or less). This will include:

Heats: Each driver to race in 4 heats (Scored 6, 5, 4, 3, 2, 1). All races count and top 12 points scorers to 2 SFs. In the event of a tie, a count back of driver's positions will be used on the worst heat position. Should this not separate the drivers, then a run-off will be used.

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: Run in accordance with the White Top Championship (Scored 6, 5, 4, 3, 2, 1). No grading points to be scored.

- d. Number of laps per race on all tracks will be the following:

Heats/Consolations – 20 laps (except when using the '2 Heat Format' when Heats will be ran over 25 laps)

Quarter Finals – 25 laps

Semi Finals – 30 laps

Final – 40 laps

Grand National – 20 laps

- (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) If any race has only 4 cars, then lanes 2 through to 5 are to be used.
- (8) Superstars to always have a 6 car Heat where possible.
- (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 race meetings. Please refer to the Health and Safety Information at the end of this document.
- g. If for any reason a car is NOT race worthy at the start of any race, the next race will be run if possible and a time limit of 10 minutes will be applied for repairs to the said car, if after this time the car is NOT ready to take its place, the race will go ahead without that car.

(2) Before the Race

- a. It is the responsibility of the driver to ensure that their 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.
- c. All grades to start an equal distance apart where possible with confirmation from the chief scrutineer

(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, the offending car will be placed at the back of the grid.
- 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, if a car is leaning on the fence by its wheels, then it may be re-slotted.
- 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 the full race distance to progress further in the meeting.
 - n. If the Steward at any time feels intimidated or the driver with the problem continues to try and sway the Stewards decision, the Steward has the right to issue a Stewards warning, or disqualify the driver depending on the severity of the intimidation, Additionally once the driver has raised the issue to the Steward they should allow the Steward to investigate, and only add further information that may affect the issue when asked to by the Steward.
 - 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.

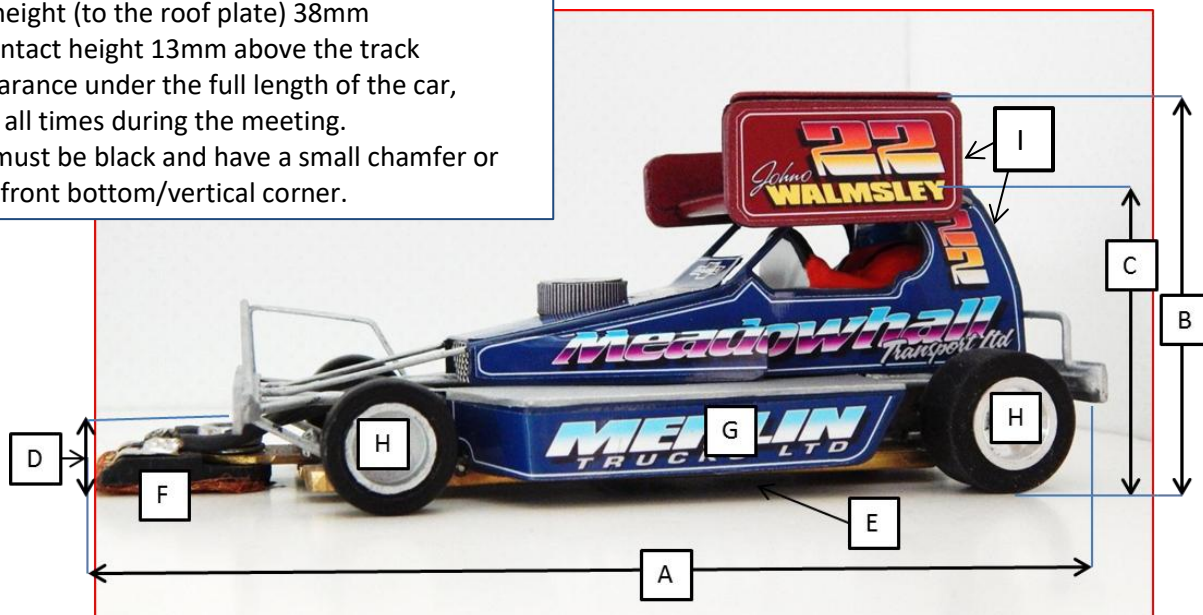
(5) Re-Runs

- 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 grams.**

- 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

1. It is the driver's responsibility to make sure that their car displays the correct grade colour.
2. The whole top of the roof should be the correct grade colour OR the entire wing (if used) to be the correct grade colour.
3. Any current champion is permitted to have 2 x 5mm wide stripes of the corresponding championship colours (excluding junior championship who has 1 x 5mm stripe) on their roof but must still have the correct grade coloured roof.
4. Logos and sponsorship signwriting is allowed on roof or wing if used.
5. 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.
6. 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.
- All new cars must represent the style of a Brisca F1/F2/V8 or a Spedeworth Superstox, All Bodies that have been raced already can still be used.

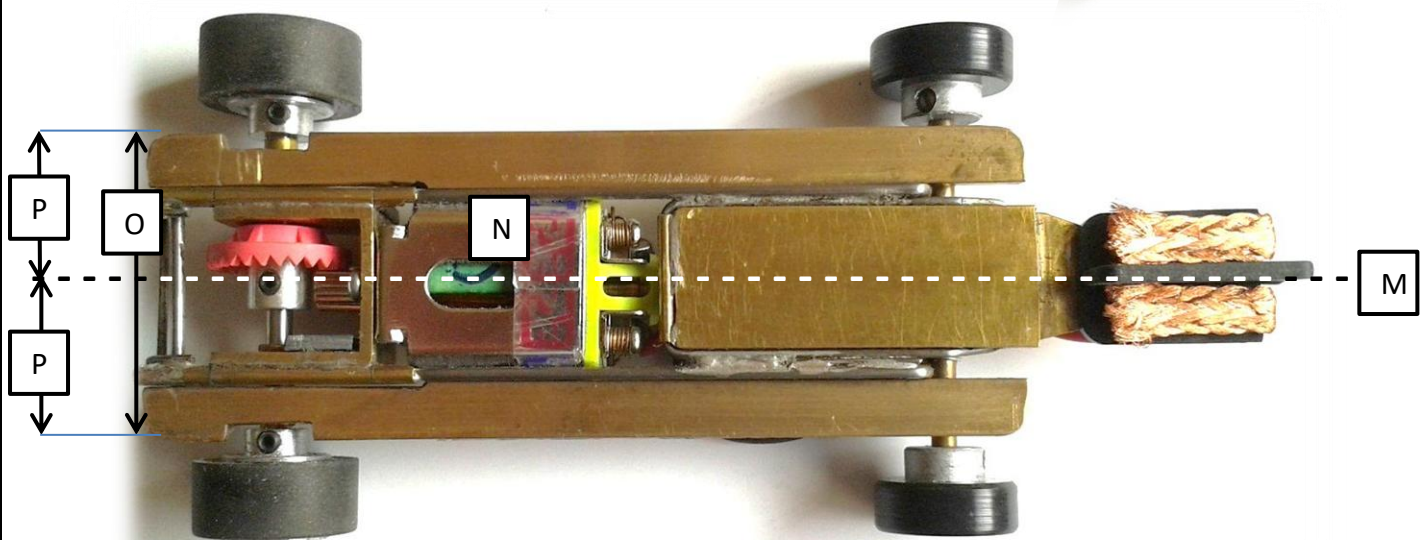
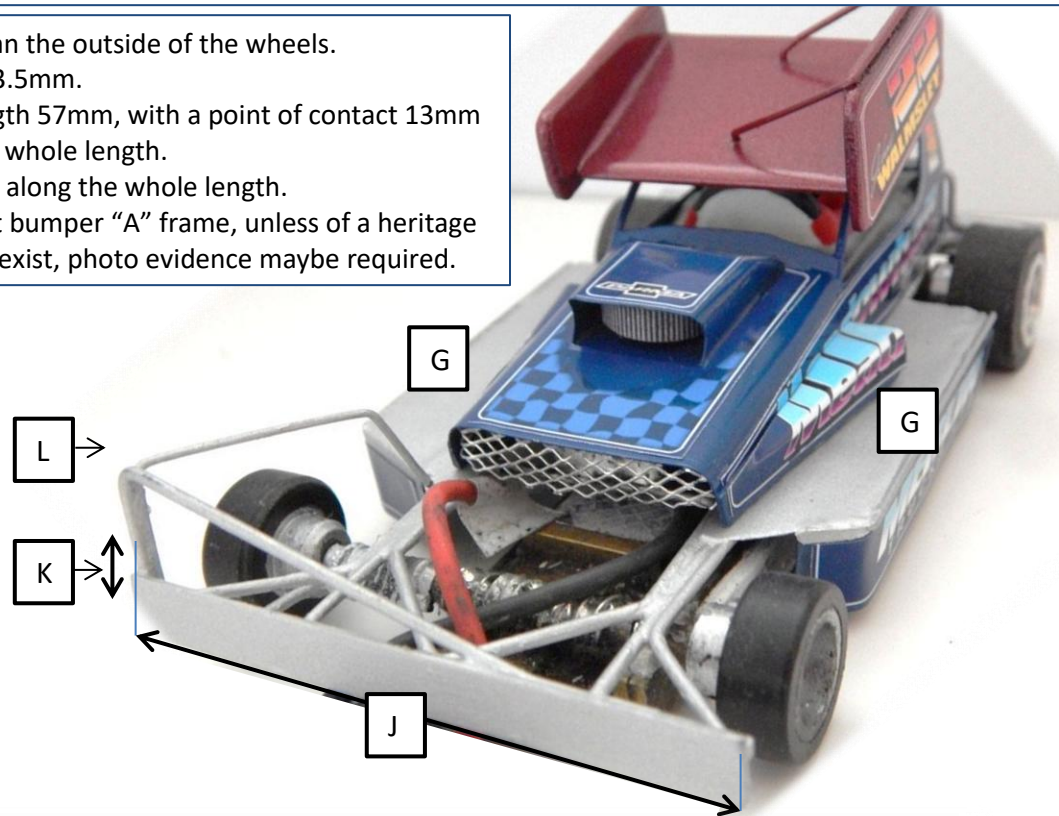
G- Side rails no wider than the outside of the wheels.

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, unless of a heritage style when non A-frame exist, photo evidence maybe required.



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 / D or euro 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.

The use of wearing masks/face coverings is voluntary and to your own discretion of use.

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.

MSRA ELECTED BOC

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Nigel Shaw

Secretary

Jo Bedford

Treasurer

Marie Flanagan

Vice Chairman

Richard Sleeman

Grader

Elliott Shaw

Chief Scrutineer

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Jack Ratcliffe

Chris Radley

Richard Sleeman

Paul Taylor

Matt Trasler

Johnathon Walmsley

Barrie Gregory

Jack Reynolds

Richard Hampshire

James Wilford

Pete Randall

BOC APPROVED

SCRUNTINEERS

Duncan Bullock

Nigel Shaw

Richard Sleeman

Richard Hampshire

Scott Groves

Updated: August 2026

