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Derby HO Racing Club 

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# dhorc

Home of HO Le Mans

**TOMY AFX**  
**TYCO**

Club Night

# R&R

# Rules & Regulations 2025



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**Carrera**  
**DIGITAL**



# About:



## History and Key Facts

### HO Club founded on 7 July 1992

- DHORC: Derby HO Racing Club ("HO" Is The Scale = 1/64th)
- Section of Derby Leisure Limited, open to all!
- Home of world famous international Le Mans 24 Hour race.
- Smaller scale version of Scalextric, once set up works all night!
- Four and Eight lane circuits
- Computerised timing
- Statistics for every meeting and every member since July 1992
- Over 20 race meetings each year
- 50+ circuit designs, up to 567 feet in length
- Eight-lane routed DHORCingham oval
- Two car categories – Tyco open wheel (F1)
  - Tomy SGP, BSRT, VSR enclosed wheel (GC)



### Carrera Digital Club 1<sup>st</sup> race 18 January 2022

- 1/32<sup>nd</sup> Carrera Digital GT Cars
- 15 Evenings a year, minimum 3x15-minute races per driver per evening.
- 13 circuits, including 2 Sprint circuits
- Full computerised timing and stats through SmartRace App



## The Club Nights and Magazine Coverage

### HO

- Racing starts between 18:45 and 19:00 hours – Finished by 21:30 hours
- Minimum of four 3-minute qualifying races & up to two Finals (F1 & GC) for each member
- Championship points for all members
- Magazine produced for every meeting covering every member & track statistic

### Carrera Digital

- Racing starts between 18:00 and 18:15 hours – Finished by 21:30 hours
- Magazine produced after each evening
- Championship points for all members
- Rules & regulations booklet covering all the DHORC rules produced each year
- Great family atmosphere, a help-all culture

### Membership Fees, Car Costs and Prizes

- Adult £40 and junior (under 16) £20 for HO & Carrera, £50/£25 combined
- Only £50 Total expenditure for two cars HO Cars, £65 one Carrera
- All cars and spares can be bought at club
- Adult, Masters (over 56), Junior (16 & under) HO Championships
- Adult & 70+ Carrera Championships



# Rules & Regulations

January 2025



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- 4.0 Driving & Racing Standards



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## 1.0 Annual Membership / Non Member Fee

### 1.1 DHORC Membership – Adults

DHORC – HO £40 } £50 for both  
DHORC – Carrera Digital £40 }

### 1.2 DHORC Membership – Juniors (16 and under)

DHORC – HO £20 } £25 for both  
DHORC – Carrera Digital £15 }

### 1.3 Visitors/Non-Members

Visitors/Non-members £5 per night - deducted from Membership fee should they join.







## 2.2 DHORC Final Challenge (See 3.3)

### 2.2.1 Adult

A trophy for a year for the racer who accumulates the most Final points

### 2.2.2 Junior

A trophy for a year for the racer who accumulates the most Final points

DHORC Final Challenge 2024 Round 35 (1 of 2)																						
Pos	Competitor Name (Adult)	Wins	BRA F1	BRA GC	JAC F1	FJO GC	JAR F1	PUK F1	PUK GC	MIS F1	MIS GC	TR F1	TR GC	WG F1	WG GC	BRA F1	BRA GC	JAC F1	JAC GC	Results		
			09-Jan	09-Jan	30-Jan	20-Feb	12-Mar	09-Apr	09-Apr	30-Apr	30-Apr	14-May	14-May	04-Jun	04-Jun	25-Jun	25-Jun	16-Jul	16-Jul	Points	Rate	
1	JJ Hughes-Dowd	25	7.0	0.5	1.0	1.5	8.0	2.5	1.0	2.5	0.5	2.5	5.0	2.0	1.0	1.5	1.5	5.5	1.0	94.5	94.29%	
2	L Blacker	15	1.5	2.5	1.0	2.5	1.5	1.0	6.5	1.0	1.0	2.5	1.0	DNS	DNS	DNS	DNS	1.0	1.5	70.0	88.57%	
3	S Goodlip (M)	15	2.0	2.5	2.0	DNS	1.5	DNS	DNS	2.0	1.5	1.0	0.5	0.5	1.5	DNS	DNS	1.5	3.5	63.5	85.71%	
4	A Smith (M)	18	1.0	2.0	1.5	2.0	0.5	2.0	2.0	1.0	2.0	1.5	2.0	3.0	2.0	2.0	1.5	1.0	2.0	57.0	88.57%	
5	P Rees (M)	9	1.0	2.5	1.5	1.0	1.5	1.5	1.5	1.5	3.0	2.0	3.0	1.5	1.5	0.5	1.5	2.0	0.5	53.5	100.00%	
6	JT Hughes-Dowd	8	DNS	DNS	DNS	2.5	1.5	0.5	1.0	2.5	3.5	1.5	0.5	DNS	DNS	5.0	3.5	1.5	1.5	52.0	87.50%	
7	N Sismey (M)	6	0.5	1.0	1.5	1.0	0.5	1.5	1.0	2.5	1.5	1.5	1.5	0.5	1.0	1.5	3.0	2.5	1.0	51.0	100.00%	
8	L Pateman	9	1.5	1.5	2.5	1.5	1.0	DNS	DNS	1.5	0.5	DNS	DNS	1.5	1.0	0.5	2.0	2.5	0.5	44.5	71.43%	
9	R Litherland	5	1.5	1.0	DNS	1.0	1.0	1.0	1.5	DNS	DNS	DNS	DNS	3.0	2.5	DNS	DNS	1.5	1.0	41.5	68.57%	
9	S Gray	4	0.5	1.0	0.5	1.0	2.5	1.0	0.5	1.5	1.5	1.0	0.5	0.5	2.5	1.5	1.0	1.0	0.5	41.5	100.00%	
11	D Turnbull	4	0.5	1.0	3.0	DNS	0.5	DNS	DNS	0.5	1.5	1.0	1.5	3.5	2.5	DNS	DNS	0.5	0.5	40.5	80.00%	
12	D Hughes-Dowd	4	3.0	1.5	0.5	1.5	1.0	3.0	0.5	DNS	DNS	2.5	5.0	1.5	1.0	1.5	1.0	0.5	1.0	40.0	88.57%	
13	C Bowles	0	DNS	DNS	3.0	2.5	DNS	DNS	DNS	1.5	2.5	DNS	DNS	1.0	1.5	DNS	DNS	DNS	DNS	30.0	60.61%	
14	D Latham	2	DNS	DNS	1.5	1.0	1.0	DNS	DNS	3.5	2.5	1.5	1.5	1.0	1.5	DNS	DNS	1.5	1.5	36.5	75.76%	
15	B Johnson (M)	3	1.5	0.5	1.0	DNS	1.5	1.5	1.5	1.0	1.0	DNS	DNS	DNS	DNS	1.0	0.5	DNS	DNS	34.0	62.86%	
16	J Lawson	6	DNS	DNS	3.5	DNS	DNS	1.5	1.0	DNS	DNS	2.5	1.5	DNS	DNS	DNS	DNS	0.5	7.5	22.0	27.27%	
16	L Smith	4	DNS	DNS	2.5	2.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	0.5	2.5	1.0	1.0	22.0	42.42%	
18	R Lawson	2	DNS	DNS	1.5	0.0	DNS	2.5	1.5	DNS	DNS	1.5	3.0	DNS	DNS	DNS	DNS	1.0	0.5	13.5	30.30%	
19	G Peach (M)	1	1.5	1.5	0.5	1.5	DNS	DNS	DNS	1.0	1.0	1.0	1.5	DNS	DNS	3.0	0.5	DNS	DNS	13.0	28.57%	
20	M Dutton	0	DNS	DNS	1.0	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	1.0	1.0	0.0	0.0	8.5	54.55%	
21	J Graham	1	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	4.5	16.67%	
22	H Smith	1	1.0	3.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	4.0	5.71%	
23	A Turnbull	0.5	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	2.0	5.71%	
23	S Smith	0.5	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	2.0	5.71%	
25	M Graham	DNS	DNS	DNS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	93.75%	
26	A Woodhouse	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DNS	DNS	0.0	0.0	0.0	94.29%	
26	A Stevenson	0.0	0.0	DNS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DNS	DNS	0.0	0.0	0.0	0.0	DNS	DNS	0.0	80.00%	
26	S Whittaker	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	0.0	100.00%	
Pos	(Junior)	Wins	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	Points	Rate	
1	JJ Hughes-Dowd	28	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0	2.0	74.0	94.29%	
2	J Woodhouse	9	1.5	1.5	1.5	1.0	1.5	1.5	1.5	1.5	1.5	1.5	3.0	DNS	DNS	1.5	3.0	0.5	0.5	59.5	94.29%	
3	JT Hughes-Dowd	11	DNS	DNS	DNS	3.5	1.5	0.5	2.0	3.0	1.0	0.5	2.0	DNS	DNS	3.0	2.0	1.0	3.5	51.5	87.50%	
4	T Stevenson	3	1.0	1.0	DNS	1.0	0.5	1.0	1.0	0.5	2.5	DNS	DNS	1.5	1.0	1.5	0.5	DNS	DNS	41.0	80.00%	
5	J Graham	4	DNS	DNS	DNS	1.5	3.0	1.5	0.5	DNS	DNS	3.0	1.5	1.0	1.5	0.5	1.0	1.5	1.5	40.0	81.25%	
6	E Woodhouse	1	DNS	DNS	DNS	DNS	DNS	0.5	1.5	1.5	1.5	DNS	DNS	DNS	DNS	1.0	1.5	1.0	1.0	36.0	73.33%	
7	J Lawson	2	DNS	DNS	1.0	0.5	DNS	3.0	1.0	DNS	DNS	1.5	0.5	DNS	DNS	DNS	DNS	3.5	1.0	15.0	30.30%	
8	L Whittaker	0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	2.5	100.00%	
Turn Up Rates			100.00%	100.00%	78.57%	78.13%	68.75%	66.67%	66.67%	66.67%	66.67%	66.67%	63.64%	63.64%	51.52%	51.52%	63.64%	63.64%	75.76%	75.76%	AVE	68.27%



## 2.3 King of Speed

### 2.3.1 Adult

A trophy for a year for the racer who accumulates the most points from the four DHORCingham Oval Club Nights.

### 2.3.2 Junior

A trophy for a year for the racer who accumulates the most points from the four DHORCingham Oval Club Nights.

DHORC King of Speed Championship 2024							
Pos	Competitor	DO F1V	DO GCB	DO F1T	DO GCV	Total	Diff
	Name	18	19	20	21		
	(Adult)	23-Jul	23-Jul	23-Jul	23-Jul	Scores	
1	S Goodlip (M)	38	38	29	47	152	
2	L Pateman	27	47	22	31	127	25
3	A Smith (M)	25	20	50	23	118	9
4	L Blacker	26	34	26	29	115	3
5	R Litherland	28	27	17	41	113	2
6	JJ Hughes-Dowd	47	16	20	21	104	9
6	B Johnson (M)	21	28	28	27	104	
8	JT Hughes-Dowd	34	31	19	19	103	1
8	D Latham	23	26	34	20	103	
10	D Turnbull	20	26	24	26	96	7
10	A Woodhouse	15	20	27	34	96	
12	P Rees (M)	18	18	38	18	92	4
12	N Sismey (M)	23	29	25	15	92	
14	C Bowles	19	16	31	25	91	1
15	S Gray (M)	29	24	21	16	90	1
16	A Stevenson	27	22	16	24	89	1
16	M Graham	31	21	15	22	89	
18	L Smith	18	23	18	28	87	2
19	D Hughes-Dowd	16	21	23	17	77	10
20	M Dutson	14	14	14	14	56	21
21	G Peach (M)	DNS	DNS	DNS	DNS		56
21	R Lawson	DNS	DNS	DNS	DNS		
21	J Lawson	DNS	DNS	DNS	DNS		
21	A Turnbull	DNS	DNS	DNS	DNS		
21	S Smith	DNS	DNS	DNS	DNS		
21	H Smith	DNS	DNS	DNS	DNS		
	(Juniors)	702	703	704	705	Total	Diff
1	E Woodhouse	38	31	47	47	163	
2	J Woodhouse	47	39	28	34	148	15
3	T Stevenson	34	47	34	29	144	4
4	JJ Hughes-Dowd	30	32	41	34	137	7
5	JT Hughes-Dowd	30	40	31	28	129	8
6	J Graham	31	28	29	38	126	3
7	J Lawson	DNS	DNS	DNS	DNS		126



**2.4 Bob Chadwick Memorial**

A trophy for a year for a year to the overall Adult winner of the last Round in October.

**2.5 Alan Bullock Memorial**

A trophy for a year for a year to the overall Adult winner of the last Round in August.

**2.6 Career Completion of 500 Three Minute Races**

A DHORC Polo Neck Tee Shirt with member's name and 500 Race Starts logo

**2.7 Wooden Spoon (Adult)**

A trophy for a year for the winner of the championship





## 3.0 Points System

### 3.1 Overall Championship (Adult and Junior)

#### 3.1.1 Individual Meetings

##### 3.1.1.1 Final Positions :-

1 <sup>st</sup>	45 points	18 <sup>th</sup>	16 points
2 <sup>nd</sup>	38 “	19 <sup>th</sup>	15 “
3 <sup>rd</sup>	34 “	20 <sup>th</sup>	14 “
4 <sup>th</sup>	31 “	21 <sup>st</sup>	13 “
5 <sup>th</sup>	29 “	22 <sup>nd</sup>	12 “
6 <sup>th</sup>	28 “	23 <sup>rd</sup>	11 “
7 <sup>th</sup>	27 “	24 <sup>th</sup>	10 “
8 <sup>th</sup>	26 “	25 <sup>th</sup>	9 “
9 <sup>th</sup>	25 “	26 <sup>th</sup>	8 “
10 <sup>th</sup>	24 “	27 <sup>th</sup>	7 “
11 <sup>th</sup>	23 “	28 <sup>th</sup>	6 “
12 <sup>th</sup>	22 “	29 <sup>th</sup>	5 “
13 <sup>th</sup>	21 “	30 <sup>th</sup>	4 “
14 <sup>th</sup>	20 “	31 <sup>st</sup>	3 “
15 <sup>th</sup>	19 “	32 <sup>nd</sup>	2 “
16 <sup>th</sup>	18 “	33 <sup>rd</sup>	1 “
17 <sup>th</sup>	17 “		

##### 3.1.1.2 Fastest Laps / Race Laps and Pole Position

###### Double Finals F1

Fastest Lap (Open Wheel):	2 points (Qualifying Only)
Race Laps (Open Wheel):	2 points (Qualifying Only)
Pole Position	1 point

###### Double Finals GC

Fastest Lap (Enclosed Wheel):	2 points (Qualifying Only)
Race Laps (Enclosed Wheel):	2 points (Qualifying Only)
Pole Position	1 point

###### Single Finals

Fastest Lap (Combined):	2 points (Qualifying Only)
Race Laps (Combined):	2 points (Qualifying Only)
Pole Position	1 point

#### 3.1.2 DHORCingham (Individual Races for 4 Car Types)

##### 3.1.2.1 Final Positions: -

As 3.1.1.1

##### 3.1.2.2 Fastest Laps

Overall 2 points (Qualifying and Final)

##### 3.1.2.3 Qualifying

Overall 1 point

##### 3.1.2.3 Race Laps in Finals

Overall 2 points

### 3.1.3 Individual Championships

The best 75% of scores count

## 3.2 DHORC Challenge & Masters

Total of all points scored in the Finals throughout the year.

### 3.2.1 All rounds (Except 8 Lane DHORCingham)

Positions in Individual Finals:

1 <sup>st</sup>	2.0 points	3 <sup>rd</sup>	1.0 points
2 <sup>nd</sup>	1.5 “	4 <sup>th</sup>	0.5. “

### 3.2.2 DHORCingham (As eight lanes used)

Positions in Individual Finals:

1 <sup>st</sup>	4.0 points	5 <sup>th</sup>	2.0 points
2 <sup>nd</sup>	3.5 “	6 <sup>th</sup>	1.5 “
3 <sup>rd</sup>	3.0 “	7 <sup>th</sup>	1.0 “
4 <sup>th</sup>	2.5 “	8 <sup>th</sup>	0.5 “

### 3.2.3 Masters

As 3.2.1 and 3.2.2 but 75% best points count.



## 4.0 Race Night – Order of Play

### 4.1 Times and Sessions

#### Setting Up the Track

Will commence at approximately 10:15 hours, all are welcome to help.

#### Free Practice (Pits Open)

Will commence from around 18:00 hours

#### Track Closed (Pits Open)

Free Practice will be halted at 18:40 hours or earlier, at the discretion of Race Control, whereupon all drivers must bring their cars to Parc Ferme when the pits will be closed.

#### Race Sessions (Pits Closed)

Racing will commence at 18:45 hours, or earlier if there are enough people available, normally with the Juniors and early Final Adults running first.

#### Order of Day approx.

10:15 – ?	Setting up track	Will differ between tracks
18:00 – 18:40	Car preparation, practice	Pits Open / Track Open
18:40 – 18:45	Cars to Scrutineering	Pits Open / Track Closed
18:45 – 20:45	Qualifying	Pits Closed / Track Open
20:45 – 21:30	Finals	Pits Closed / Track Open

### 4.2 General Race Rules (These apply to both Qualifying and Finals)

The car preparation area must be vacated before **ANY** Race Session begins, except for the designated car preparers.

The use of electronic devices (mobile phones, iPods etc) should be kept to a bare minimum during a race session to ensure the racers are not distracted and the marshals carry out their duties fairly.

After 18:40 hours, or when the pits are closed, all cars must be presented to the Scrutineer at Parc Ferme as soon as a Member arrives for the meeting.

Once a car has been presented for scrutineering at Parc Ferme it cannot be removed unless agreed by the Parc Ferme Scrutineer

**It is the individual racers responsibility to ensure that their car is complete and working.**

Each race will be started using the Tomy Electronic Timer where the sender units under the track must be lined up before racing can commence. Race Coordinator will be used as back up except for Wet Weather Races where it becomes the prime timer.

If over 50% of cars crash at the first corner the race will be re-started **(At Race Controller's discretion)**.



Cars must run with bodies, even after a crash. If a body does come off and the chassis continues round the circuit, the laps recorded without a body will be deducted from the total laps recorded.

Fully prepared club cars are only available to new members for their first five meetings and Non-Members.

No-one is allowed to borrow a car that another person has driven during the evening except between parents and their children.

Any car body faults arising during qualifying will result in a person's car being given a club body shell for the remaining qualifying period. Repairs to their own body shell will only be allowed during a "pits open" period prior to the Finals.

If any other item falls off, i.e., tyre or front axle etc following a crash, the car will be allowed to finish the race in that condition. This will be rectified before the next race by a Scrutineer at Parc Ferme at the time.

Spare hand controllers will be made available should one break. The relevant racer should swap the hand controller in such a circumstance. The race will not be stopped.

**It is the responsibility of the individual racer to notify Race Control if a hand controller is not available before the start of the race.**

If the timing equipment or track malfunctions sufficiently to hinder a racer he/she may request a re-run. The final decision on this is with **Race Control**. Only if it was not the individual racers car that caused the problem, will a re-run be awarded. No racer can stop a race.

If any debris is found in the slot which slows a car appreciably that driver can request a re-run.

**It is the responsibility of any individual racer or marshal to notify Race Control if they notice a track fault. Under no circumstances should they attempt to fix the fault once the race meeting has started.** The final decision regarding the repair of track faults, and any potential re-runs rests with Race Control. **Normally the track will not be touched until the end of qualifying.**

If a member's car is not supplied to scrutineering before the allotted time a Club Car will be substituted.

To speed up the time lost between qualifying races it is the responsibility of Race Control and the Marshals to retrieve cars from the previous race and record the tenth scores. The drivers should just move to their next position on the drivers' platform.

Scrutineering will place the cars on the track at least 30" behind the start line to allow racers to drive their cars onto the grid before each race is started.

The first three cars in the Adult 'A' Final will be scrutineered immediately after the meeting before points are awarded

### **4.3 Marshals**

Non-Members should not marshal (this rule can be relaxed if the Non-Member is experienced, and the four current racers are consulted).

Before any race can start there must be marshals at every marshalling post. If a racer notices a marshalling post unmanned, he/she has the right to delay the start.

Marshals must have someone to replace him or her before they vacate a marshalling post.

Marshals are requested to remain diligent and pay attention to their marshalling post/task throughout the 3 minutes of the race. The use of electronic devices (mobile phones, iPod etc)

should be kept to a bare minimum during a race session to ensure the marshals carry out their duties fairly.

All racers should call the marshal's first name and lane colour in order to gain their attention.

Penalties will be introduced if any driver over abuses a marshal during a race (**At Race Controller's discretion**).

There will be no 'Additions' (laps/parts of laps) for genuine marshal blunders providing they are not deliberate (see below), just remember it happens to everyone. The more you shout at someone the greater the pressure therefore more chance of a fumble!!!

If a racer believes he or she has suffered from 'vindictive' marshalling or a fault with the track they should discuss the issue quietly and calmly with **Race Control**. The necessary refund of parts of a lap will be awarded if agreed.

#### 4.4 Protests

Anyone wishing to protest about someone running an illegal car must advise **Race Control** with a second person to back him/her up. The Scrutineers then have the right to check the suspect car. If the car is found to be illegal, it must be returned to legal state immediately. Any qualifying rounds completed up to that point in the meeting will be deducted.

If the illegality was found after the meeting the points accrued during the meeting will be taken away and two other maximum scores deducted.

#### 4.5 Practice

Official practice will begin from approx. 18:00 hours until 18:40 hours or when specified depending upon attendance.

Drivers will be allowed 5 minute sessions up to 18:15 hours, thereafter 3 minute sessions at the discretion of a Race Controller

#### 4.6 Qualifying

Each racer will run four 3 minute qualifying races, one on each coloured lane.

At the end of each 3 minute race the power will be switched off and the total number of laps taken from the Tomy Timers together with the tenth marker the car has reached will be recorded (The whole car must be on or over the start of the tenth marker piece of track). The fastest lap will also be recorded.

Each racer will run all four qualifying races in succession, using Open Wheel cars on **Yellow/Red** or even numbered lanes, with Enclosed Wheel on **Green/Blue** or odd numbered lanes for 2025

Drivers will move in ascending lane order on numbered circuits or in the following direction for coloured lane circuits: -

Yellow to Green  
Green to Red  
Red to Blue  
Blue to Yellow



Coloured or numbered stickers will be fixed to each car prior to the start of each race corresponding to the lane colour/number to be run.

If the number of racers equals or are below 24 then **Double Finals** (F1 & GC) will be run. Both F1 qualifying races will be added together to produce the Qualifying total number of laps for F1 and both GC qualifying races for GC Finals. This total is used to determine the order of racing for the Finals (First to last in descending order of distance covered).

If the number of racers are greater than 24 then **Single Finals** (F1 or GC) will be run. All four qualifying races will be added together to produce the Qualifying total number of laps. This total is again used to determine the order of racing for the Finals (First to last in descending order of distance covered).

If there is a tie, then the racer with the most individual race laps with the car type designated for the Finals gets the verdict.

The second tiebreaker will be the fastest individual lap by the car type designated for the finals.

For single Finals the third tiebreaker is the alternate car type's race laps, the fourth the alternate car type's fastest lap.

Club cars can only be used for qualifying if a members existing car breaks and cannot be repaired and they do not have a back-up car immediately available without any preparation work.

If a member arrives during a qualifying session and they are asked to enter cars for that session those cars can only be oiled, and the tyres cleaned before they are handed into scrutineering.

If a member is not in the room when their qualifying races begin, they will not be allowed to re-run the races missed.

Late arrivals, after 20:30 hours, will be fitted into whatever gaps there are in qualifying races so long as qualifying is still under way. They will be allowed a minimum of one qualifying race per car type (this is so points can be awarded for both car types) should no gaps be available.

#### **4.7 Qualifying – DHORCingham Eight Lane Oval**

Qualifying consists of the total time for five laps on one lane from a standing start utilising the Tomy Timers, Enclosed Wheel on Lane 3, and Open Wheel on Lane 5.

#### **4.8 Finals (Except DHORCingham Oval)**

There will be both F1 and GC Finals each evening if there are 20 racers or less.

The top racer in each Final will choose which lane they would like to race on.

Choice of lane for Finals will move down the order of merit in each Final with the winner of the previous Final taking up the vacant lane.

The Parc Ferme Scrutineer will clean Final winner's car's tyres between Finals. If that driver wants to use a back-up car, should their Final car break, that designated back up car should have been handed in to Scrutineering prior to the Finals commencing. Otherwise, club cars will be used.

If a member is not in the room when the Finals begin, they will not be able to take part, unless they have agreed it with Race Control and will return promptly so the Final can take place.

#### **4.9 Finals – DHORCingham Eight Lane Oval**

As 4.8 except with eight lanes with marshals removing crashed cars as Crash & Burn format.

**4.10 Wet Races (Not being run in 2025) –** Wet races use Club provided V-Jet chassis which will be retained in Parc Ferme. The draw will be made prior to 19:00 hours where either a (dry) or (wet) counter will be drawn. The same chassis will stay on the same lane unless the car breaks. Tyres will be cleaned before the commencement of each heat/final.



## 5.0 Car Regulations

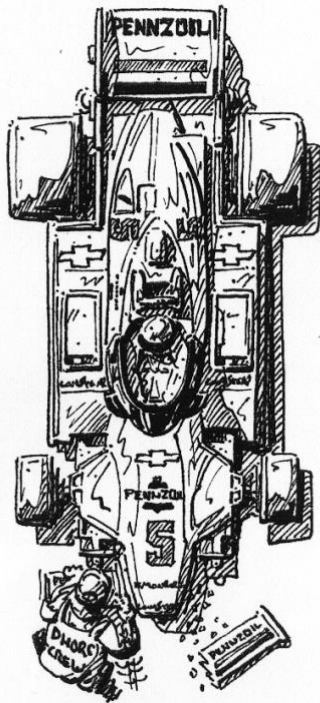
If in doubt about the legality of a modification, or how to carry out a particular modification, please ask the Scrutineers, who will be glad to advise. Note: All parts covered below will be available in the DHORC spares box as supplied by SlotCarsDirect.

### 5.1 Open Wheel

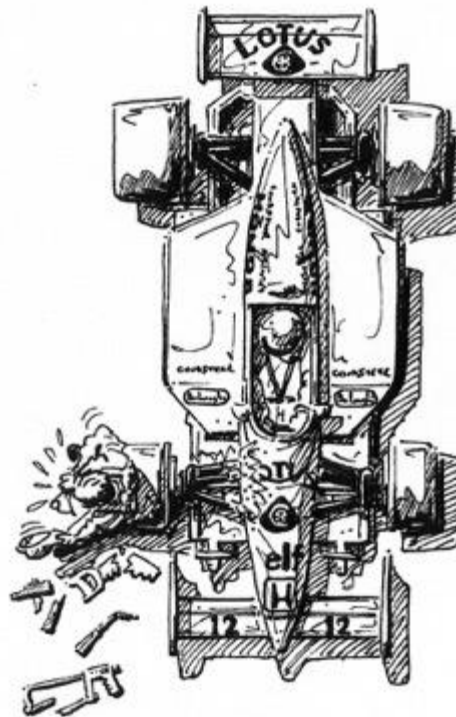
#### 5.1.1 Eligible Cars

Tyco Mk 1  
Tyco Mk 2  
Tyco Mk 3

#### 5.1.2 Body



**Tyco Mk 1**

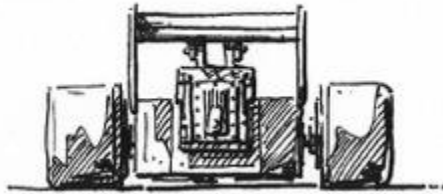


**Tyco MK 2**

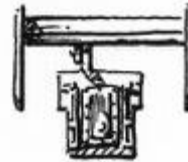
- 5.1.2.1 Tyco Mk 1 bodies, including the rear spoiler, must be retained as original.
- 5.1.2.2 No holes in, or lightening of, the body.
- 5.1.2.3 Tyco Mk 1 front wings may be removed, repaired or reinforced, as long as these modifications do not allow any part of the body to touch the track, but must retain original external dimensions if fitted.
- 5.1.2.4 Tyco Mk 2 / 3 bodies, including the front and rear wings must be retained as original.

5.1.2.5 Tyco Mk 2 front wings may be reinforced as long as these modifications do not allow any part of the body to touch the track

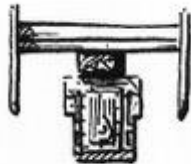
5.1.2.6 Tyco Mk 2 rear wing mounting may be modified i.e. using rubber, but it must be as close to the original position as reasonably possible.



**Original Mk 2 Rear Wing Mount**



**Broken Mount**



**Repaired Rear Wing Mount using.....section of rear tyre**

5.1.2.7 No polycarbonate bodies.

5.1.2.8 Nothing to protrude outside the limits of the existing body, i.e., no extra wings etc.

5.1.2.9 Inert material may be used as ballast inside the body.

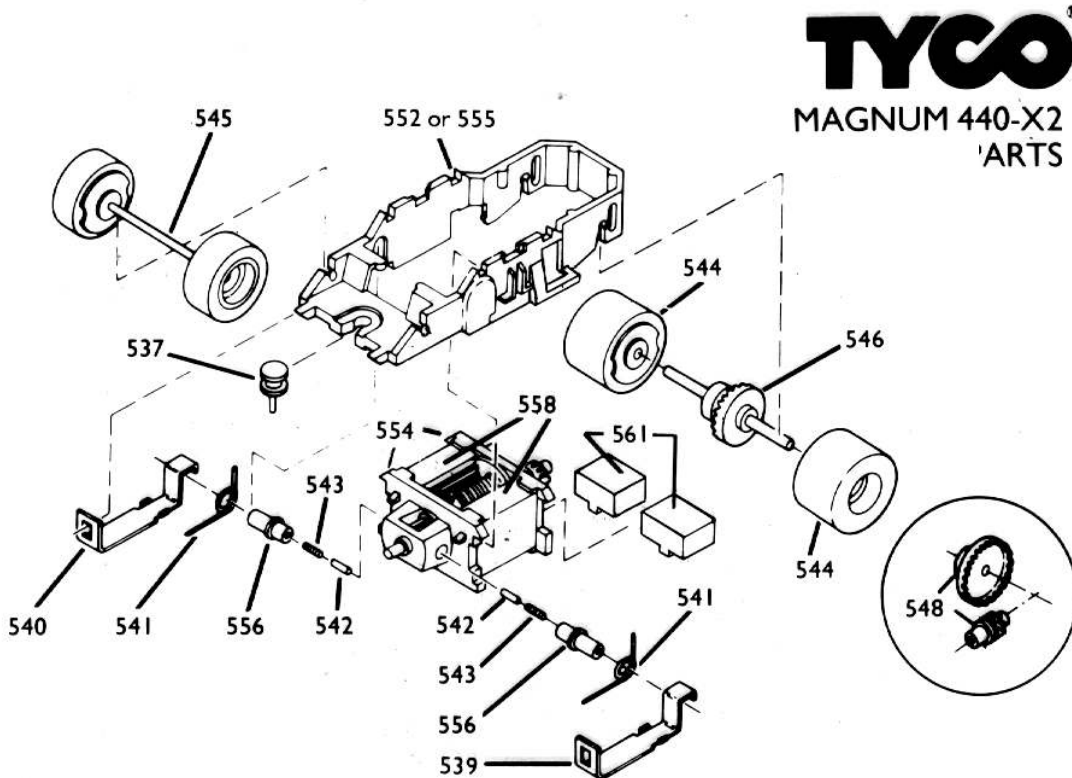
5.1.2.10 Bodies may be painted, and decals added to the driver's own specification.



### 5.1.3 Chassis

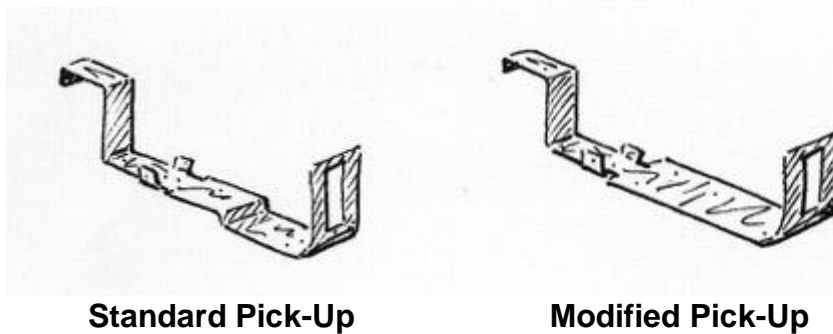
5.1.3.1 Only Tyco 440-X2 narrow or pan chassis are eligible.

5.1.3.2 The Tyco chassis must meet the following criteria.



**537/531/6531** Guide pin - as standard, no modification.

**539/540** Pickup shoe - can be reshaped but no material may be removed or added (sanding is allowed to clean pickup's).



**541** Pickup shoe spring - can be reshaped or doubled up but no material may be removed or added.

**542** Commutator brushes - as standard, no modification.

**542** Commutator brush springs - can be stretched or doubled but no material may be removed or added.

#### 544 Rear hubs and tyres -

Hubs are free, but should be plastic (plastic/lexan discs can be added on the outside of the hubs in order to retain tyres)

Flanged plastic hubs are permitted.

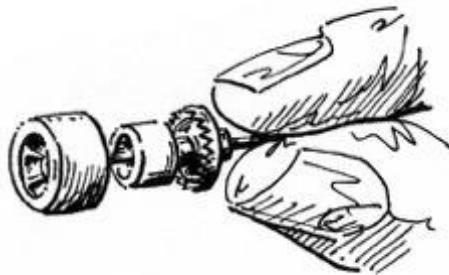
#### Tyres can be any of the following:

Standard tyres supplied with car.

Sponge tyres. (But not sponge tyres with a coating of Silicone)

Silicone or Urethane tyres (e.g. Super Tires, Ortmann Tyres, Razorlite).

Tyre diameter can be reduced to improve road holding.



**Ground Tyco 440X2 rear tyres**

Tyres may be of any colour.

#### 545 Front axle, hubs and tyres -

Axle – No restriction.

Hubs can be Tyco, Tomy, BSRT or Viper, including 'O' Ring hubs from 2025.

Tyre choice is free including 'O' Ring tyres from 2025

Normal tyres must remain at their original width.

Normal tyres may only be profiled to the equivalent diameter as the standard inside rim of the wheel.



**Minimum front tyre diameter**



**Viper 'O' Ring front axle**

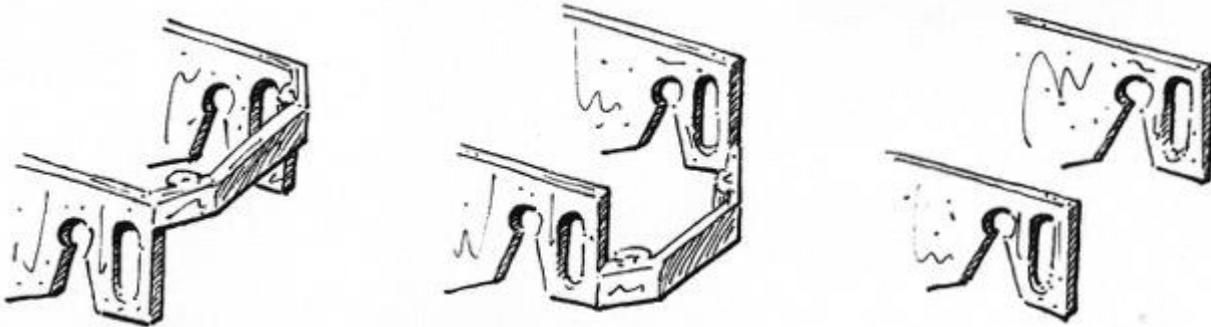
Tyres may be of any colour.

Most of the tyre across the width must touch the track.

**546 Rear gear and axle** - as standard, no modification. **BSRT 902 axles can be used**

**548 Pinion and crown gear** – Other than being made of plastic there are No restrictions and No modification.

**552 440-X2 chassis** - May be modified by removing material and enlarging existing holes and drilling or cutting new ones. The position of axle holes must not be altered, however fitting brass tubing (3/32" od, 1/32" id or similar) acting as bushes (plain bearings) for the front axle is permitted. This tube may extend the full width of the chassis, or not, as required. Guide pin hole must remain in the original position. The rear of the chassis can be cut away.



**Removal of Lower.....Upper.....Entire rear chassis**

**554 440-X2 bulkheads** - as 552. Bulkheads fitted with brass/bronze bushes (plain bearings) are legal. These may be commercially produced parts (e.g. BSRT HT090 or Wizzard CH01) or standard bulkheads fitted with home-made metal bushes.

**555 440-X2 'Pan' chassis** - as 552.

**556 Commutator brush holders** - as standard, no modification.

**557 Armature** – the standard arm can be de-wound, re-wound and/or re-timed or an epoxied, balanced and trued item can be used. If required, the armature/motor shaft may be ground lengthwise (shortened) slightly to improve pinion to crown wheel clearance (recommended for Wizzard Patriot/Storm Armatures). Armature end float can be reduced as long as the original thrust washers are retained. 6 and 3.5 Ohm Tyco and Viper armatures will be available.



**Some permitted armatures are:**

- Tyco/Mattel #TYC6571 440 & 440X2 Wide Gap Armature
- Tyco/Mattel #TYC6571 440 & 440X2 Narrow Gap Armature
- BSRT #138 440-X2 "Hot Stock©" Armature
- Wizzard #WS01 Stock Storm Vortex Armature
- Wizzard #A3P01 Stock P3/P2 Armature
- Wizzard #SP04T Hot Stock Tyco/Mattel Armature
- Wizzard #SP04P Hot Stock Patriot Armature
- Wizzard #SP04PA Hot Stock Storm Vortex Armature (advanced timing)
- Wizzard #SP04PAL Stock Storm Vortex Armature NO epoxy (advanced timing)

**558 Motor magnets** - as standard (ceramic), no modification. Will be checked as and when necessary.

**561 Traction magnets** - as standard (ceramic), no modification. Will be checked as and when necessary.

5.1.3.3 No additional magnetic material.

5.1.3.4 Maximum tracking width is **34mm** and the chassis should be positioned as centrally located as possible.



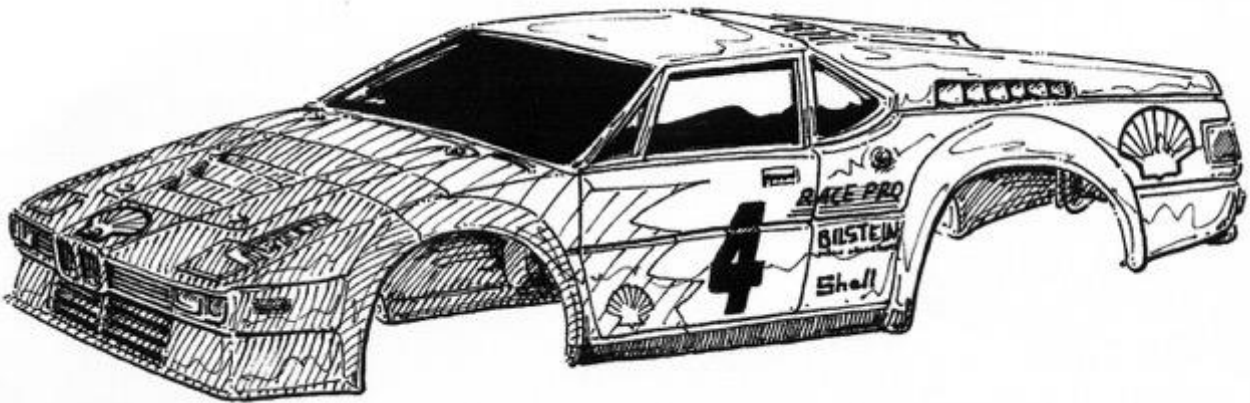
## 5.2 Enclosed Wheel

### 5.2.1 Eligible Cars

Tomy Super G Plus  
BSRT G3  
VSR

### 5.2.2 Body

5.2.2.1 Plastic



**Original Plastic Body**

Any HO scale plastic bodies.

The body mountings may be altered to lower the body shell.

Bodies may be shortened to length with wheel arches enlarged to a maximum of 2mm either side of the front and rear wheel arches and must cover the chassis in plan view.

The front of the car may not be shortened/removed.

The rear wing may be removed, or moved, but if fitted must be behind the rear axle.

The windows and pillars may not be cut down to lower the roofline.

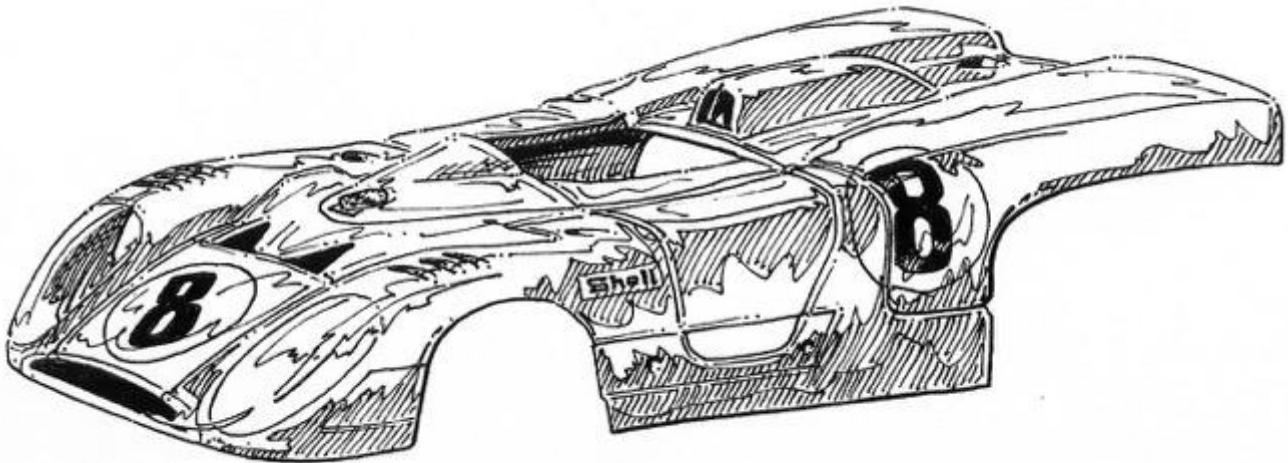
If the body shell has been repainted the appearance of the windows must be retained by painting them black or another suitable colour.

Windows must be fitted where fitted on the original body.

Windows must be plastic i.e., not paper or tape etc.

No additional holes may be made in the body.

5.2.2.2 Lexan



**Lexan Body**

Wheel arches must be reasonable representation, utilising the wheel arch mouldings where possible.

If original moulding does not have wheel arches, car can run without wheel arches.

Body must replicate original car profile and plan as much as possible.

No holes allowed except where functioning mounting pins are used. All holes must start the race with a pin in it.

All windows must be represented by either paint of a different colour to rest of car or by leaving area clear.

Method of body mountings is unrestricted.



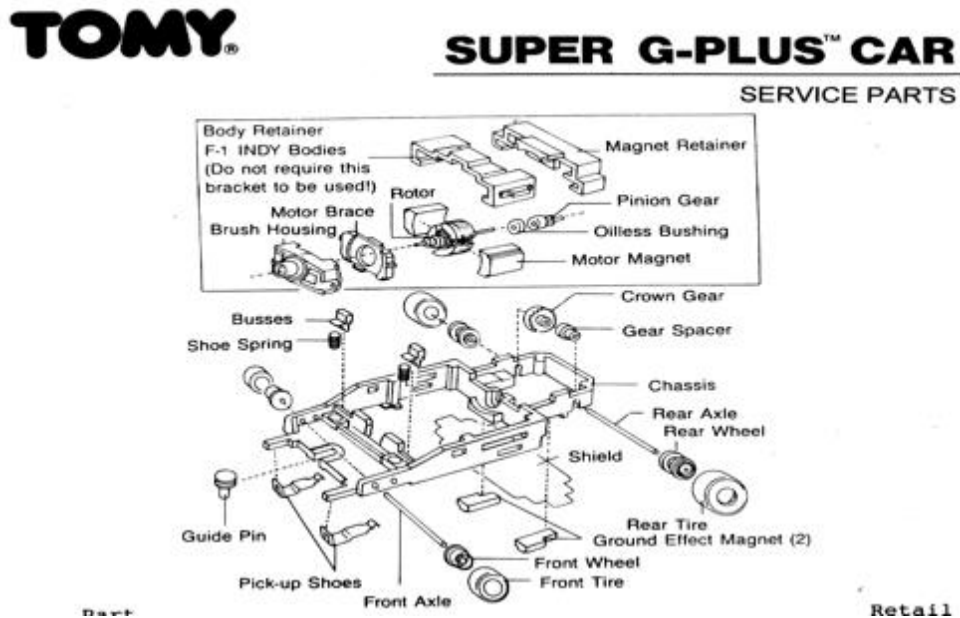
5.2.3 Chassis



5.2.3.1 Eligible chassis are: -

Tomy Super G Plus  
BSRT G3/G3R chassis  
VSR

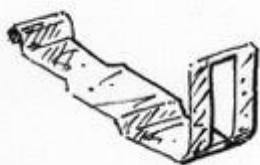
5.2.3.2 The Tomy SGP chassis must meet the following criteria, which reads across to other chassis types:



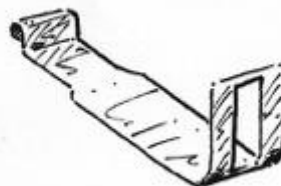
**Guide pin** - as standard, no modification.

**Pickup shoe springs** - may be stretched but cannot be doubled up.

**Pickup shoe** – standard shoe may be reshaped but no material may be removed (with the exception of sanding the contact area) or added; Alternatively a BSRT G3 "Ski-Shoe" #249B or Viper equivalent may be used.



Standard Pick-Up



Modified Pick-Up

**Busses** - May be reshaped but no material may be removed or added.

**Brush housing/motor brace** - no modification to plastic. External copper part of brush housing may be reshaped but no material may be removed or added.

**Timing adjustment bracket** - as standard, no modification.

**Armature** - the standard arm can be de-wound, re-wound and/or re-timed or an epoxied, balanced and trued item can be used. If required the armature/motor shaft may be ground lengthwise (shortened) slightly to improve pinion to crown wheel clearance (Lifelike Arm). Armature end float can be reduced as long as the original thrust washers are retained. 6 and 3.5 Ohm Tyco and Viper armatures will be available. A BSRT #148 **Super G+ "Hot Stock®" Armature** balanced and trued item can be used.

**Bushing and pinion** - as standard, no modification.

**Chassis** - as standard, no modification except for the removal/addition of body posts or fitting of rear axle retaining pins.

**Ground effect magnet** – as standard, no modification. Will be checked as and when necessary.

**Magnet retainer clip** - as standard, no modification.

**Motor magnets** - as standard, no modification. Will be checked as and when necessary.

**Crown and pinion gears** – Other than being made of plastic there are No restrictions and No modification.

**Front axle** – No restriction.

**Hubs** – Free choice but must be plastic.

**Tyres** – No restriction.

Tyres may be of any colour.

**Rear axle** – No restriction.

**Rear Hubs.**

Hubs are free, but should be plastic (plastic/Lexan discs can be added on the outside of the hubs in order to retain tyres)

Flanged plastic hubs are permitted.

**Rear Tyres.**

Standard tyres supplied with car.

Sponge tyres. (But not sponge tyres with a coating of Silicone)

Silicone or Urethane tyres (e.g. Super Tires, Ortmann Tyres, Razorlite).

Tyre diameter can be reduced to improve road holding.

Tyres may be of any colour.

5.2.3.2            Wheels and tyres must fit within the body extremities. (At Scrutineers discretion)

5.2.3.3            The maximum tracking width is **34mm**. and the chassis should be positioned as centrally located as possible

## 6.0 Hand Controllers

Competitors may provide their own hand controllers. They must however only have a single resistor working, with an ohm rating of the competitor's choice, and have a mono jack or 2 Amp 3pin plug fitted. They must not carry any means of enhancing power supply to the circuit.

Hand controllers will be checked by the Scrutineers on a random basis for legality. Those found illegal will lose that round's points.

## 7.0 Tyre Cleaning

The only permitted method of cleaning tyres will be the use of masking tape.

## 8.0 Lubricants

Lubrication of car parts must be via a syringe or placed on via a needle etc. The spraying of lubricants directly from a can is not permitted.

Any excess oil must be removed before the car is placed on the track.

## 9.0 Scrutineering

### 9.1 Personnel Issues

Race Officials in **2025** are, **Lewis Blacker, Simon Goodlip, Angus Smith and Dan Turnbull**

If you have any concerns bring it to any one of these four immediately.

No Smoking or Vaping is allowed in the GNC Conference Room

Any member caught fighting will be immediately asked to leave the Club.

Any protests of the way the club is run should be put in writing whereupon they will either be discussed immediately after the completion of the next club night, during an extraordinary meeting, or at the AGM.

### 9.2 Modifications

If you have a new modification, you must disclose it fully to the Scrutineers to have it sanctioned before the car is used. If in doubt about the legality of a modification, please ask scrutineering. The Scrutineers decision is final.

If the mod is cleared, same will be covered in the next edition of the club magazine.

Failure to advise the Scrutineers of a modification which is then noticed by them and found to be illegal will result in three maximum points scores being deducted from the championship up to that meeting.

## 10.0 Meetings

The Annual General Meeting will be held in November.



Any extraordinary Committee meetings will be called within a month of any request upon the agreement of a minimum of five members of the committee. Anyone can attend the meeting but there has to be a minimum of five committee members in attendance.

Prize Giving will take place during Round 1 of the following season.





# Rules & Regulations

## 1.0 Events

There will be 15 Events in 2025 on 13 tracks, including 3 Friday/Saturday Events, with up to 60 Club Nights including 4 Sprint Races.

### 1.1 Race Groups

Up to a maximum of five Race Groups of six racers based on Ranking (last 9 Races) with the top six ranked racers in Group A, then Group B, Group C, Group D and Group E. If there are less than 30 racers on an Evening then the Race Groups will be adjusted accordingly as equally as possible, reducing from Group E first.

#### 1.1.1 Stand Down

It has been agreed that there will be a maximum of 30 racers on each Tuesday Club night. This is extended to a max of 36 racers for the three weekend events.

This would be implemented from a 'stand down' list.

The Committee Members kindly agreed to stand down first when this was introduced at the beginning of 2024.

The list is then comprised of all remaining Tuesday night Members alphabetically, each given a random number – those above the drawn start would move to bottom of list - analogous to cut of deck of cards.

Following all of the races in 2024 this is now the current order going into 2025:-

Race Night Stand Down (before Mugello)			
Order	Name	Order	Name
1	N Stamey	17	S Rankin
2	P Rees	18	L Smith
3	R Booth	19	L Pateman
4	D Kalyan	20	S Gray
5	A Smith	21	T Mullen
6	S Goodlip	22	A Woodhouse
7	J Kalyan	23	J Woodhouse
8	M Thorpe	24	D Garbett
9	M Dutson	25	R Litherland
10	A Staniec	26	V de Oliveira
11	C Cooper	27	T Gray
12	D Hughes-Dowd	28	L Edwards
13	JT Hughes-Dowd	29	D Edwards
14	L Blacker	30	J Lamb
15	C Bacon	31	B Whitehouse
16	S White		

Red indicates who would stand down

Person(s) to stand-down would be taken from top of list. At present that is only one person as we have 31 active Members going into 2025.

### Rules of list update – for each evening

#### 1. **Missing an Evening for any reason**

Put to bottom of list in ascending random number order. This WOULD count as a stand down for the racer

A racer may volunteer to miss a future evening (i.e. if they know they are going on holiday later in the year) – this would still count as a stand down BUT is binding i.e. if it gets to the aforementioned evening and they want to race they would be treated as if at the top of the list. Similarly if the evening date changes and they can make the new date then they remain in their original place in the list.

#### 2. **Racers to be stood down because no slots available**

Put to bottom of list but below any racers under section 1.

Again in ascending random number order if more than one person. This WOULD count as a stand down for the racer.

Any racer can volunteer to move up the list to any higher position at any time

If all Members have been stood down in a single season then it will go back to the first person again. This should be very rare.

Compulsory stand downs will only apply to Tuesday evenings. For weekend events all racers will be accommodated up to a maximum of 36 (The highest number of Members allowed in the club). Although missing of a weekend event for any reason WILL count as a stand down for the season with appropriate repositioning on the stand down list.

Stand down list for following season would be as the previous season ended.

If any situations arise that these rules don't cover this will be considered on a case by case basis by Angus Smith and Nick Sismey. The updated list will be included in each magazine

## 1.2 Qualifying

New for 2025. Everyone's best lap in their last 5-minute test on the Test Night for the 1<sup>st</sup> Round at any track. For the 2<sup>nd</sup> Round on each circuit the fastest lap from either Qualifying above or the 1<sup>st</sup> Round. Thereafter the fastest lap from the last two Rounds for any subsequent Rounds.

This also reads across to Sprint Races on a shorter version of that circuit if that circuit is chosen to hold Sprint Races.

## 1.3 Race

New for 2025

25 to 30 racers – 2 off 15-minute Races plus 1 off 5-minute Sprint Race. Total race time = 175 minutes

19 to 24 racers – 3 off 15-minute Races. Total race time 180 minutes

Up to 18 racers – 4 off 15-minute Race. Total race time 180 minutes

15-minutes with a maximum of six cars per Race Group. Anyone can win overall from any Race Group, the winner recording the most laps plus tenths. If more than one racer finishes on the same lap and tenth in any position it will be deemed a draw.

Races begin at 18:00 hours, racers to advise if they can't make it or will be late. We will do our best to ensure all racers run in all Races.

New for 2025. All racers will have at least one race before 20:00 hours. Late commers may miss their first race.

New for 2025. For the final 15-minute Club Night of the Evening the grid slots in each Group will be reversed.

### 1.4 Win Penalty

New for 2025. Each time a racer wins a race they will receive a 1-lap penalty for their next race. If they then win that race they will receive a 2-lap penalty for the next race. The existing penalty will remain until they drop off the podium. Each time they drop off the podium they will gain a lap back. This will be managed by Nick Sismey with penalties published after each Evening. To be trialled for 6-months.

### 1.5 Race Points

Points awarded down to 27<sup>th</sup> place for each Race with additional points awarded for the top five fastest laps.

Race Points													
Final Position								Fastest Lap			Final Points		
Pos	Grp	Competitor	Pts	Pos	Grp	Competitor	Pts	Pos	Competitor	Pts	Pos	Competitor	Pts
1	A1	Racer 1	40	13	D1	Racer 13	15	1	Racer 4	5	1	Racer 1	41
2	A2	Racer 2	33	14	D2	Racer 14	14	2	Racer 2	4	2	Racer 2	37
3	A3	Racer 3	29	15	B4	Racer 15	13	3	Racer 8	3	3	Racer 4	31
4	B1	Racer 4	26	16	C4	Racer 16	12	4	Racer 12	2	4	Racer 3	29
5	A4	Racer 5	24	17	C5	Racer 17	11	5	Racer 1	1	5	Racer 5	24
6	B2	Racer 6	22	18	C6	Racer 18	10				6	Racer 8	23
7	C1	Racer 7	21	19	B5	Racer 19	9				7	Racer 6	22
8	C2	Racer 8	20	20	D3	Racer 20	8				8	Racer 7	21
9	B3	Racer 9	19	21	D4	Racer 21	7				9	Racer 9	19
10	A5	Racer 10	18	22	B6	Racer 22	6				10	Racer 10	18
11	A6	Racer 11	17	23	D5	Racer 23	5				10	Racer 12	18
12	C3	Racer 12	16	24	D6	Racer 24	4				12	Racer 11 etc	17

### 1.6 Group Points

The same points awarded for finishing places in A, B, C, D and E Groups. More points awarded for improved finishing position i.e. A6 winning Group A awarded 11 points (five extra points for moving up five places), A1 just 6 points.

Race Group Points						
Group Pos	Placings & Points Awarded					
	1st	2nd	3rd	4th	5th	6th
A1	6	5	4	3	2	1
A2	7	5	4	3	2	1
A3	8	6	4	3	2	1
A4	9	7	5	3	2	1
A5	10	8	6	4	2	1
A6	11	9	7	5	3	1

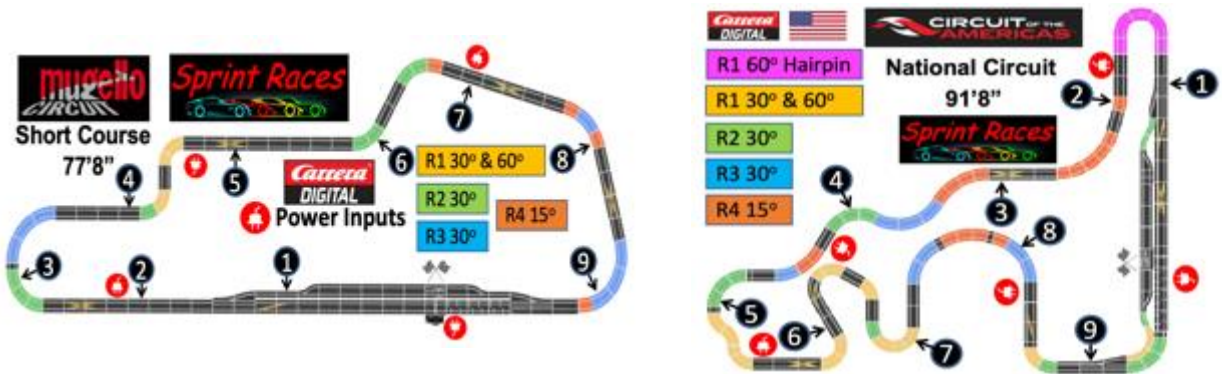
### 1.7 Sprint Race

New for 2025. If there are between 25 and 30 racers on a night then there will be one 5-minute Sprint Race to go with the two 15-minute endurance races. If there have been four Sprint Races before we get to the specific Sprint Race tracks we will take a vote on whether the specific Sprint Races are held or not.

If there haven't been any early Sprint Races then there will be two 5-minute Sprint Races at two separate Evenings with six cars per Sprint Race Group, with a maximum of two Sprint Races for all competitors on the night. Anyone can win overall from any Group, the winner recording the most laps plus tenths.

These will take place at the second Mugello and Circuit of the Americas Evenings in 2025 after two 15-minute Races earlier in the evening. The Sprint Races will be run on a shorter version of the tracks.

New for 2025 is that if racers so wish they can change to one of the four currently available NASCARs for the Sprint Races. Those who run NASCARs will receive Group points for the new NASCAR Championships as well as the Group points being awarded for the Group Challenges.



### 1.8 Sprint Points

Half points awarded down to 27<sup>th</sup> place for each Sprint Race with additional half points awarded for the top five fastest laps. Both Sprint Race points at each track are combined for the Championship.

Sprint Points													
Final Position								Fastest Lap			Final Points		
Pos	Grp	Competitor	Pts	Pos	Grp	Competitor	Pts	Pos	Competitor	Pts	Pos	Competitor	Pts
1	A1	Racer 1	20.0	13	D1	Racer 13	7.5	1	Racer 4	2.5	1	Racer 1	20.5
2	A2	Racer 2	16.5	14	D2	Racer 14	7.0	2	Racer 2	2.0	2	Racer 2	18.5
3	A3	Racer 3	14.5	15	B4	Racer 15	6.5	3	Racer 8	1.5	3	Racer 4	15.5
4	B1	Racer 4	13.0	16	C4	Racer 16	6.0	4	Racer 12	1.0	4	Racer 3	14.5
5	A4	Racer 5	12.0	17	C5	Racer 17	5.5	5	Racer 1	0.5	5	Racer 5	12.0
6	B2	Racer 6	11.0	18	C6	Racer 18	5.0				6	Racer 8	11.5
7	C1	Racer 7	10.5	19	B5	Racer 19	4.5				7	Racer 6	11.0
8	C2	Racer 8	10.0	20	D3	Racer 20	4.0				8	Racer 7	10.5
9	B3	Racer 9	9.5	21	D4	Racer 21	3.5				9	Racer 9	9.5
10	A5	Racer 10	9.0	22	B6	Racer 22	3.0				10	Racer 10	9.0
11	A6	Racer 11	8.5	23	D5	Racer 23	2.5				10	Racer 12	9.0
12	C3	Racer 12	8.0	24	D6	Racer 24	2.0				12	Racer 11 etc	8.5



### 1.9 Sprint Group Points

Half Group points awarded for each Sprint Race.

Sprint Group Points						
Group Pos	Placings & Points Awarded					
	1st	2nd	3rd	4th	5th	6th
A1	3.0	2.5	2.0	1.5	1.0	0.5
A2	3.5	2.5	2.0	1.5	1.0	0.5
A3	4.0	3.0	2.0	1.5	1.0	0.5
A4	4.5	3.5	2.5	1.5	1.0	0.5
A5	5.0	4.0	3.0	2.0	1.0	0.5
A6	5.5	4.5	3.5	2.5	1.5	0.5

### 1.10 Fuel Usage

Fuel usage will be reviewed for each circuit with an increased consumption agreed for any lap completed under an agreed lap time. Usually 0.200 seconds above the sixth fastest lap time. Fuel stops will add 10% of a full tank per second.

New for 2025 will be an increase in fuel usage on tracks over 125' feet in length. To be reviewed and agreed upon.

### 1.11 Car Usage

Different cars can be used for each Evening but cannot be changed during the Evening unless it has an issue that cannot be rectified.

**Key:** Race = Round = Club Night. Evening = whole evening of racing

### 1.12 Track Length

New for 2025. The maximum track length will be 200 feet.

### 1.13 Test Night

Will include:

Several 5-minute tests for all Groups, the number of tests dependent upon the number of racers. The fastest lap in the final 5-minute test will be each Members Qualifying time for the first Club Night at that circuit.

Car preparation instruction for 30 minutes as required.





## 2.0 Championships & Cups

The 2025 Championships and Cups are as follows:-

- 2.1 Main** Based on points awarded in 1.5 and 1.8 above. The 75% best point scores from the Club Nights (the four Sprint Races are counted as two sets of full points) count towards the Main Championship.
- 2.1 Group** Based on Group points awarded in 1.6 and 1.9 above. All point scores count.
- 2.3 70+** For all Members 70 years and over. Based on Group points awarded in 1.6 and 1.9 above. The 75% best point scores count.
- 2.4 Team** Two drivers per Team. Members can choose their Teammates. Based on Group points awarded in 1.6 and 1.9 above. The 75% best combined point scores from each driver. Note: Racers can only race in one Team from 2025
- 2.5 Weekend** Based on points awarded in 1.6 above over the 18 Friday / Saturday Club Nights across the Monza, Le Mans and Suzuka circuits. All point scores count.
- 2.6 Weekend Team** Two drivers per Team. Members can choose their Teammates. Based on points awarded in 1.6 above over the 18 Friday / Saturday Club Nights across the Monza, Le Mans and Suzuka circuits. All point scores count. Note: Racers can only race in one Team from 2025.
- 2.7 Jono Cup** Richard (Jono) Johnson Memorial Cup for the winner of Round 13.
- 2.8 NASCAR** New for 2025. Based on points awarded in 1.9 above if a NASCAR used. All point scores count.



## 3.0 Cars

Carrera DTM, GT2, GT3 and GTE Racing Cars running the latest chassis. Plus, new for 2025, NASCAR if so wished for Sprint Races.



### 3.1 Bodies

No modification or floating body screws.

### 3.2 Lights

Must be working. Older Evolution cars do not contain lights as standard so chipped lights would need to be fitted.

### 3.3 Aerials/Mirrors

Can be removed.

### 3.4 Rear Wings

Must be fitted at the beginning of the meeting. If they break off and can't be refitted, then the uprights must be replaced with rubber and fitted for the next meeting.

### 3.5 Chassis

No modifications

### 3.6 Axles

#### 3.6.1 Front

Standard Carrera, or a solid steel axle that is the same diameter (2.38mm OR 3/32nd of an inch) for its whole length. Hollow axles are not allowed. Standard Carrera wheels can be replaced with any of the following: - 3D printed, plastic or aluminium ones from slot it or slotting plus. All of which are available in the DHORC spares box. Note... The front wheels must turn when the car is moved along the scrutineering set up block.

#### 3.6.2 Rear

Either standard Carrera or the following Slot.it Rear Axle Kit Pt No KK07C - 28t Inline Crown with 17.3x9.75mm hubs. (Approx. £14) Standard Carrera wheels can be replaced with any of the following: 3D printed, plastic or aluminium ones from slot it or slotting plus. All of which are available in the DHORC spares box.



As some cars require different size hubs it was agreed that the following parts, to make up the rear axle, could be bought separately if need be: -

Aluminium Hubs 17.3x9.75x1.5	W1730975A
Crown Gear 28Tooth Inline	GI28-Bz
Bronze Bearings x2	PA-68
Axle 54mm x1	PA01-54
Wheel Hub Spacers 1mm x 2	PA-51
Alternative thinner Hubs 17.3x8.2x1.5	W17308215A

**Note:** The Yellow 28T Crown Gear that comes in the Slot It Kit can be replaced with the Slot It Black 27T Crown Gear available separately as the variety of cars that are raced has increased and the 28T Crown Gear in some cases is catching on the chassis

**3.7 Front Magnet** Must be removed.

**3.8 Tyres** Rear, standard or supplied by DHORC. Front, free but must touch the track and rotate when the car is running. Both can be reprofiled.

**3.9 Motor** Standard or PSR Mabuchi Motor (part number PSR-AC6), supplied by Pendle Slot Racing. Ready to race motor available from DHORC.  
**Note:** Motor cans must not be opened.

**3.10 Guide Blade** Standard Carrera and not an aftermarket product. Original can be helped to stay in place with either a piece of rubber or a grub screw.

**3.11 Min Height** A minimum height between the base of the rear magnet holder and the provided Technical Plate agreed at **1mm**. This is because the rear magnet holders on different cars are closer to the track, giving better road holding. We want all cars to have the same level of road holding, so we can make all cars competitive.

**3.12 Chassis Weights** A maximum of 10 grammes can to be fitted by doubled sided tape only. Increased from 5 grammes which will have little effect on some cars.



### 3.12 Top three car inspection

The top three cars in each race will be inspected.

Inspection should be undertaken in the presence of the owner/driver. Cars should be visually checked for nonstandard, missing or extra parts. Paying particular attention to the,

#### **Motor**

Check make and model, acceptable motors are:-

Original Carrera (E200)

PSR Mabuchi (Pt No PSR-AC6) which is etched on the motor Case.

Check also for evidence of disassembly.

#### **Front Axle**

Check for:-

Hollow or reduced centre section shafts that are not acceptable.

Titanium shafts which are not acceptable, check with a magnet.

#### **Rear axle**

Check crown gear, acceptable acceptable gears are:-

Original Carrera 27 tooth

Slot it yellow 28 tooth

Slot it black 27 tooth

#### **Front & Rear Wheels**

Check rear and front hubs, acceptable ones are:-

Original Carrera

Razorlite 3d Printed Resin

Slot it Aluminium or Plastic

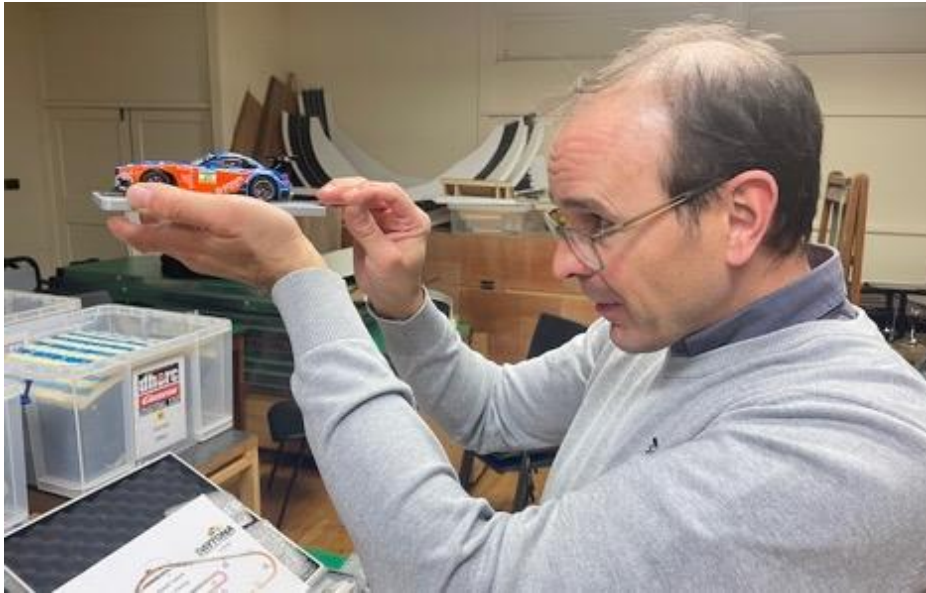
Sloting Plus Universal Aluminium

Check weight of whole car and take photo of chassis and under surface of body.

On completion of inspection discuss any discrepancies with owner and effect they could have on the car's performance.

Agree any corrective action if required.

The owner/driver can refit the body.



#### **4.0 Driving & Racing Standards** (Based on The Digital Slot Car Association Rules)

- 4.1. Any car on the circuit must be compliant with the GT rules.
- 4.2. Any indiscretion against stated regulations will be punishable by penalty (to be agreed).
- 4.3. When lapping a slower car, it is the responsibility of the faster car to change lanes and perform an overtake. Lapped cars should remain in their current lane until the faster car has passed.
  - 4.3.1. Intentionally blocking of a faster car when lapping is illegal
  - 4.3.2. Intentionally blocking a car fighting for position on the same lap is allowed
- 4.4. Contact from cars racing on the same lane, in proximity, is to be expected. Intentional or excessive contact is not allowed. Penalties (to be agreed) will be issued in the following circumstances: -
  - 4.4.1. Intentional or excessive contact with another car
  - 4.4.2. De-slotting another car by driving into the back of it
  - 4.4.3. Intentionally stopping on the circuit
  - 4.4.4. Excessive blocking by changing lanes when being lapped
  - 4.4.5. Overtaking via the pit lane.
- 4.5. Illegal contact may be reported by any participant of the meeting
- 4.6. Cars may be requested to pit for attention under the following circumstances: -
  - 4.6.1. Any functional or mechanical part of the car has become completely detached from the car
  - 4.6.2. A wing or spoiler becomes broken, completely detached from the body, or it is clear to the official at race control that when viewing the car from their normal position, that it is damaged.
  - 4.6.3. The required number of headlights/taillights are not working.

4.6.4. A car is otherwise causing a hazard that may damage the circuit or other cars on the circuit.

4.7. If any session is paused (red flagged), the following restrictions apply: -

4.7.1. Cars must not be removed from the track, where they have come to stop

4.7.2. Any car in the pit at the time of the red flag must have no further work completed on it until the session is resumed.

4.7.3. Drivers may leave their station if there is an issue.

4.8. During Parc Ferme conditions, cars may only be worked on under the supervision of an official

4.9. Slow or malfunctioning cars should move to the inside lane (or lane nearest to the pit) and pit as soon as possible. Race control should be notified that there is a slow car on circuit so other drivers may be warned.

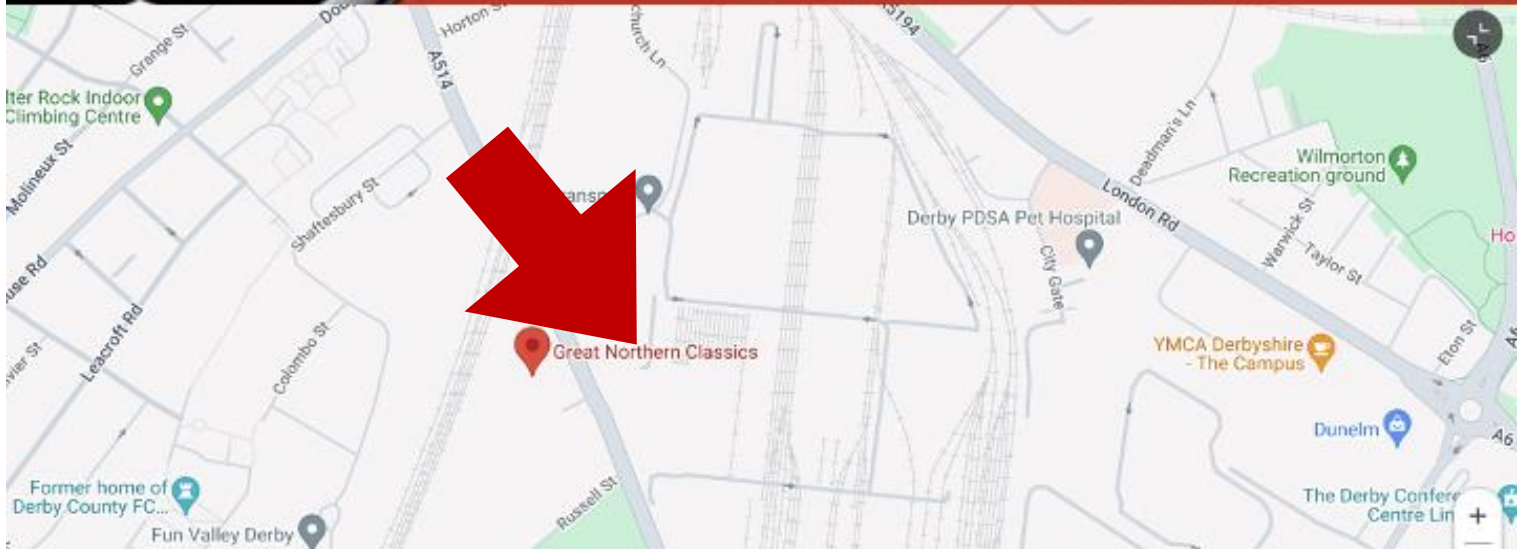




# Where is DHORC?



[www.dhorc.co.uk](http://www.dhorc.co.uk)



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