

Visit dhorc.co.uk or Find us on **facebook**

Derby HO Racing Club

dhorc



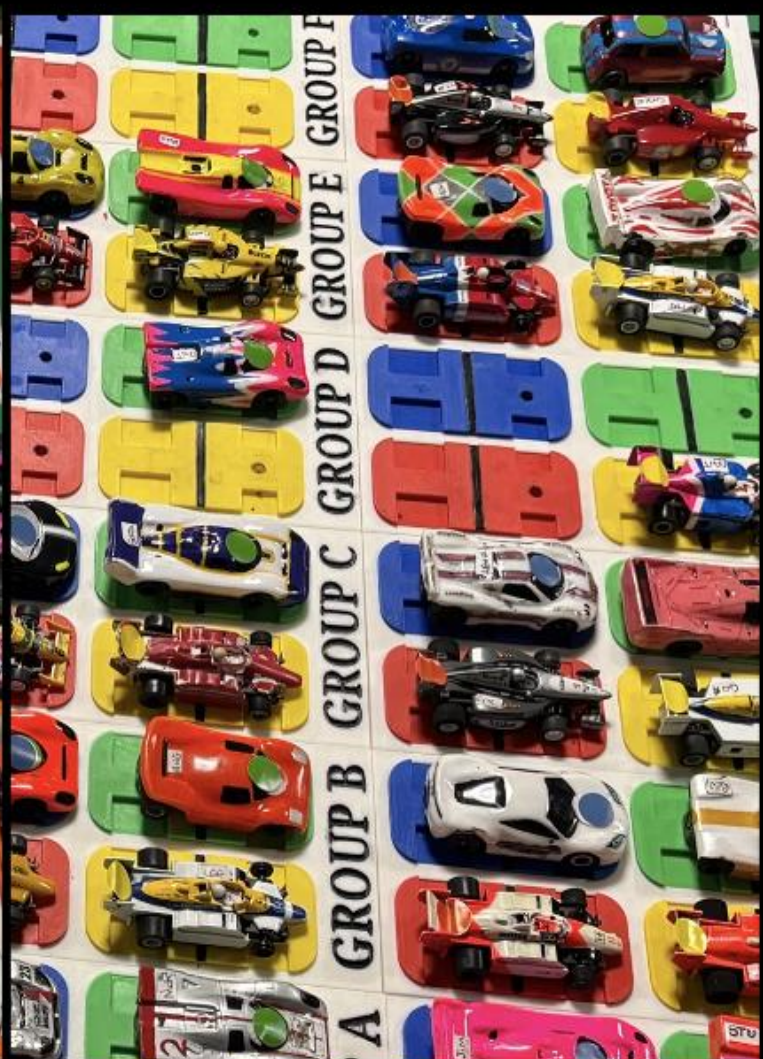
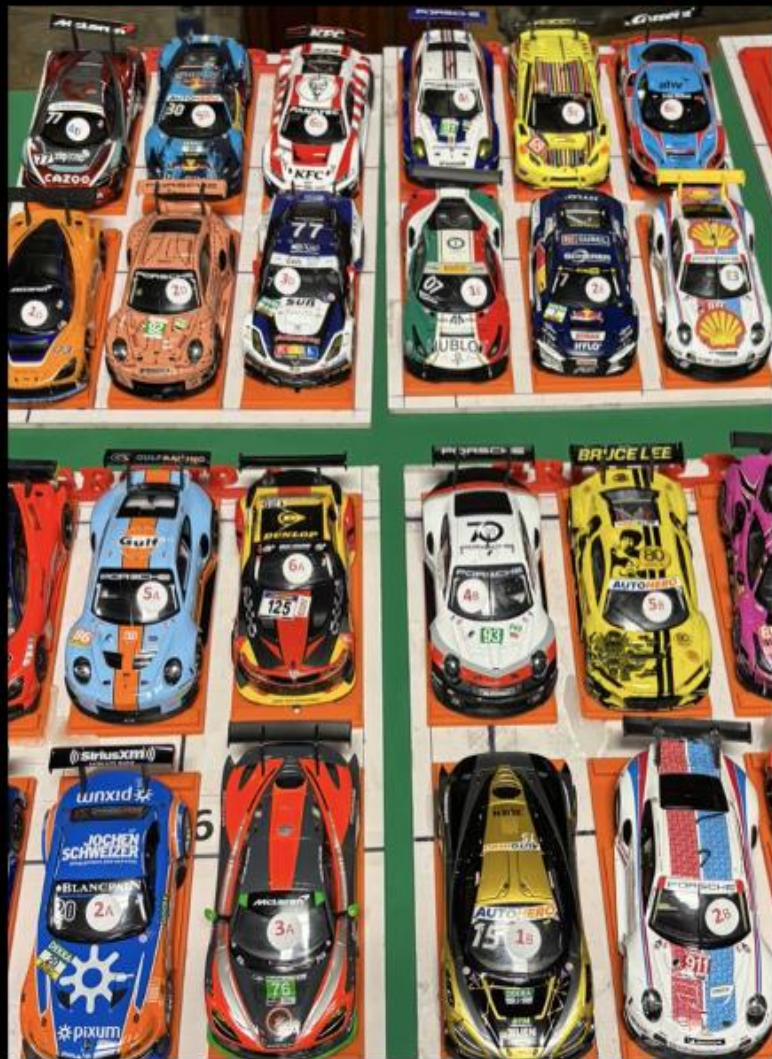
TOMY AFX TYCO


Carrera DIGITAL

Club Night

R&R

Rules & Regulations 2026



Derby HO Racing Club 

www.dhorc.co.uk

dhorc



TOMY AFX TYCO

Home of HO Le Mans

Derby HO Racing Club

www.dhorc.co.uk

dhorc



SmartRa 

Carrera DIGITAL



History and Key Facts



HO Club founded on 7 July 1992

- DHORC: Derby HO Racing Club ("HO" Is The Scale = 1/64th)
- Tenant at Great Northern Classics, open to all!
- Home of world famous international Le Mans 24 Hour race until 2019.
- 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 30 Club Nights each year
- 50+ circuit designs, up to 567 feet in length
- Eight-lane routed dhoringham oval
- Two car categories – Tyco open wheel (F1)
 - Tomy SGP, BSRT, VSR, Bulldog enclosed wheel (GC)



Carrera Digital Club 1st race 18 January 2022

- 1/32nd Carrera Digital GT Cars
- 16 Evenings a year, with 15-minute Endurance & 5-minute Sprint Races
- 10+ circuits
- Full computerised timing and stats through SmartRace App



The Club Nights and Magazine Coverage

HO

- Racing starts at 18:45 hours – Finished by 22:00 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 at 18:00 – Finished by 22:00 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 2026



- 1.0 Membership (HO & Digital) – Page 4
- 2.0 Awards
- 3.0 Points System
- 4.0 Race Night – Order of Play
- 5.0 Car Regulations
- 6.0 Hand Controllers
- 7.0 Tyre Cleaning
- 8.0 Lubricants
- 9.0 Scrutineering
- 10.0 Meetings

- 1.0 Events – Page 33
- 2.0 Championships & Cups
- 3.0 Cars
- 4.0 Driving & Racing Standards



Derby HO Racing Club www.dhorc.co.uk		Committee...2026		Derby HO Racing Club www.dhorc.co.uk	
Home of HO Le Mans				SmartRac(e) Carrera DIGITAL	
Chairman / Treasurer	Nick Sismey	M 07984 339 192		sismey80@hotmail.co.uk	
Vice Chairman	Phil Rees	M 07912 378 652		dhorcman.p.r@ntlworld.com	
Secretary	Laura Edwards	M 07501 217 254		laurabubbles07@hotmail.co.uk	
CD Spares	Stuart Gray	M 07874 253 955		stuartgray7@btinternet.com	
HO Spares + HO & CD Race Control	Lewis Blacker	M 07713 059 906		lewisjayblacker@outlook.com	
HO Race Control	Dan Hughes-Dowd	M 07568 480 438		dthd1984@gmail.com	
HO Parc Ferme	Reuben Litherland	M 07775 061 685		rj.litherland@yahoo.com	
HO & CD Race Control	Liam Smith	M 07477 698 158		liam-smith-93@hotmail.co.uk	
Carrera Digital	Victor de Oliveira	M 07841 505 860		vic.deo@hotmail.com	
HO Carrera Digital Scrutineer	Angus Smith	M 07591 813 431		angus@angusmith500.plus.com	
HO Carrera Digital Scrutineer	Simon Goodlip	M 07803 551708		simon.goodlip@sky.com	
Carrera Digital	Steve White	M 07859 999 480		wslotcarsteve@gmail.com	

THIS SLOT CAR RULES AND REGULATIONS IS PUBLISHED AND COPYRIGHT 2026 BY DHORC, AND NO PORTION MAY BE REPRODUCED OR TRANSMITTED WITHOUT WRITTEN PERMISSION, AND MAY CONTAIN ARTICLES AND GRAPHICS REPRINTED WITH THE PERMISSION OF THE ORIGINAL COPYRIGHT HOLDER, WHO RETAINS ALL RIGHTS

1.0 Annual Membership / Non Member Fee

1.1 DHORC Membership – Adults

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

1.2 DHORC Membership – Juniors (16 and under)

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

1.3 Visitors/Non-Members

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



Derby HO Racing Club  www.dhorc.co.uk

dhorc

Home of HO Le Mans



Derby HO Racing Club www.dhorc.co.uk

dhorc

Derby HO Racing Club 
www.dhorc.co.uk

dhere

Home of HO Le Mans 

Congratulations!!!

2025 HO Adult Champion

Angus Smith

5 x Champ
2019
2021
2022
2024
2025



Derby HO Racing Club 
www.dhorc.co.uk

dhere

Home of HO Le Mans 

Congratulations!!!

2025 HO Junior Champion

JJ Hughes-Dowd

2 x Champ
2024 - 2025



Derby HO Racing Club 
www.dhorc.co.uk

dhere

Home of HO Le Mans 

Congratulations!!!

2025 Masters Champion

Angus Smith





Derby HO Racing Club 
www.dhorc.co.uk

dhere

Home of HO Le Mans 

Congratulations!!!

2025 Early Parents' Champions

Andrew Woodhouse **Dan Hughes-Dowd**



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 2025 Round 32 (1 of 2)																				
Pos	Competitor Name (Adult)	Wins	MIA F1	MIA GC	INT F1	CAD F1	CAD GC	MON GC	LB F1	ZAN F1	ZAN GC	NAS GC	DIJ F1	DIJ GC	SHA F1	SHA GC	RBR F1	RBR GC	Results	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	(33) Points	Turn Up Rate
			07-Jan	07-Jan	28-Jan	18-Feb	18-Feb	11-Mar	01-Apr	29-Apr	29-Apr	13-May	03-Jun	03-Jun	24-Jun	24-Jun	15-Jul	15-Jul		
1	L Blacker	19	1.5	1.5	2.5	7.0	1.5	1.0	0.5	2.5	2.5	1.0	3.0	5.5	1.0	2.5	1.0	1.0	74.5	100.00%
2	R Litherland	17	1.0	0.5	1.5	4.0	2.5	1.5	1.5	3.5	2.5	1.5	1.0	1.5	1.0	2.5	3.0	1.5	69.5	100.00%
3	A Smith (M)	14	1.5	2.0	1.5	1.0	1.5	1.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0	54.0	98.88%
4	D Hughes-Dowd	12	1.0	1.5	2.0	1.5	0.0	1.0	1.0	2.0	2.0	0.5	2.0	1.0	DNS	DNS	1.5	1.0	52.5	93.75%
5	L Smith	14	2.5	2.5	3.0	DNS	DNS	7.5	DNS	DNS	DNS	3.0	2.5	0.5	2.5	1.5	2.5	2.5	51.5	62.50%
6	N Simey (M)	3	2.5	1.5	1.0	0.5	0.5	1.0	3.0	1.5	1.5	0.5	1.5	0.5	1.0	1.0	1.5	1.5	48.0	100.00%
7	A Woodhouse	10	2.0	1.0	0.5	2.0	2.0	1.5	2.0	1.0	1.0	1.5	DNS	DNS	2.0	2.0	DNS	DNS	46.5	87.50%
7	G Reynolds (M)	9	DNS	DNS	DNS	1.0	3.0	1.0	0.5	2.5	1.5	1.5	2.5	1.5	2.5	0.5	DNS	DNS	46.5	90.00%
9	C Bowles	13	2.0	1.5	0.5	3.0	2.0	2.0	1.0	0.5	1.5	DNS	DNS	DNS	1.5	2.0	DNS	DNS	44.0	71.88%
10	M Graham	6	0.5	2.0	3.5	DNS	DNS	DNS	0.5	1.5	1.5	4.0	DNS	DNS	DNS	DNS	0.5	0.5	38.5	71.88%
10	S Gray (M)	2	DNS	DNS	1.5	0.5	1.5	1.5	2.5	1.0	1.5	0.5	1.0	0.5	1.5	0.5	DNS	DNS	38.5	90.00%
12	J Crunden	7	DNS	DNS	DNS	DNS	DNS	0.0	0.0	DNS	DNS	1.5	1.5	2.0	1.0	1.0	2.0	1.5	37.5	81.48%
13	C Blake	1	0.5	0.5	1.5	1.0	1.5	0.5	1.0	1.0	2.5	1.0	1.5	1.5	1.0	1.5	3.0	1.5	37.0	84.38%
14	L Pateman	5	1.5	0.5	1.0	0.5	1.0	5.5	1.5	1.0	1.0	0.5	DNS	DNS	DNS	DNS	1.5	0.5	36.5	75.00%
15	J Dudley (M)	2	DNS	DNS	DNS	DNS	DNS	1.0	3.5	0.5	0.5	1.0	0.5	1.0	2.5	1.5	0.5	1.5	34.5	92.59%
16	D Latham	5	1.5	1.5	0.5	2.5	1.0	0.5	1.5	DNS	DNS	DNS	1.5	0.5	2.5	1.0	DNS	DNS	34.0	71.88%
17	S Whittaker	5	DNS	DNS	1.5	1.5	1.5	2.0	1.5	1.5	1.0	1.0	1.0	1.5	1.5	1.5	1.0	2.0	32.0	73.33%
17	J Wardle	4	DNS	DNS	DNS	0.5	1.5	0.0	1.5	DNS	DNS	2.5	DNS	DNS	1.5	1.0	DNS	DNS	32.0	68.97%
19	N Jarram	5	DNS	DNS	DNS	0.5	1.0	1.0	1.0	DNS	DNS	1.5	DNS	DNS	1.5	0.5	DNS	DNS	30.5	55.17%
19	S Goodlip (M)	10	2.5	3.0	4.0	DNS	DNS	0.5	2.5	DNS	DNS	DNS	2.0	3.0	1.5	1.0	0.5	1.0	30.5	56.25%
21	D Turnbull	2	1.0	1.0	1.5	1.0	3.0	0.5	1.0	DNS	DNS	3.5	0.5	1.0	DNS	DNS	DNS	DNS	25.5	62.50%
22	K Spink (M)	3	DNS	DNS	DNS	1.5	2.5	1.5	1.0	DNS	DNS	DNS	1.0	1.0	DNS	DNS	1.5	3.0	25.0	63.33%
23	A Stevenson	2	1.5	0.5	1.0	1.5	2.5	0.5	3.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	23.0	34.38%
24	M Dutton	2	1.0	1.0	1.0	DNS	DNS	DNS	DNS	DNS	DNS	3.5	DNS	DNS	DNS	DNS	1.5	2.5	19.0	31.25%
25	B Johnson	3	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	18.0	37.50%
26	P Rees (M)	1	1.0	3.0	DNS	1.5	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	13.5	25.00%
27	M Blake	3	DNS	DNS	2.5	1.5	0.5	1.5	0.5	DNS	DNS	DNS	DNS	DNS	1.0	5.5	DNS	DNS	13.0	23.33%
28	JT Hughes-Dowd	3	DNS	DNS	DNS	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	9.5	10.34%
29	J Mills	1	DNS	DNS	DNS	DNS	DNS	0.5	3.5	1.5	1.0	DNS	DNS	DNS	0.5	1.0	DNS	DNS	8.0	22.22%
30	L Hobson		DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	6.0	100.00%
31	A Turnbull	1	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	4.0	16.67%
31	JJ Hughes-Dowd		DNS	DNS	DNS	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	3.0	10.71%
32	M Blood		DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	1.0	100.00%
33	M Gretton		DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	0.5	100.00%
Pos	(Junior)	Wins	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	Points	Rate
1	JJ Hughes-Dowd	20	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	1.5	1.5	DNS	DNS	1.5	2.0	59.0	93.75%
2	L Whittaker	7	1.0	1.5	2.5	1.5	2.5	3.5	1.0	1.0	2.5	1.0	1.0	1.0	1.5	1.5	1.5	2.5	51.5	100.00%
3	JT Hughes-Dowd	7	2.5	1.5	1.5	1.0	1.5	DNS	0.5	1.5	2.0	1.5	2.0	2.0	DNS	DNS	1.0	1.0	38.0	68.75%
3	J Graham	5	1.5	2.5	1.0	DNS	DNS	DNS	3.5	2.5	1.5	1.5	DNS	DNS	DNS	DNS	2.0	1.5	38.0	65.63%
5	J Woodhouse	4	1.5	1.0	DNS	1.5	1.0	1.5	1.0	1.0	1.0	1.0	DNS	DNS	2.0	2.0	DNS	DNS	37.5	84.38%
6	B Crunden	6	DNS	DNS	DNS	DNS	DNS	1.0	0.5	1.5	1.0	2.5	3.0	0.5	3.0	1.0	DNS	DNS	35.5	81.48%
7	M Blake	6	DNS	DNS	1.5	2.5	1.5	2.5	0.5	0.5	0.5	DNS	1.5	1.5	1.5	2.5	2.5	1.5	24.5	46.67%
8	E Woodhouse		DNS	DNS	1.0	DNS	DNS	1.0	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	18.0	33.33%
9	T Stevenson	2	1.0	1.0	2.5	DNS	DNS	0.5	1.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	13.0	28.13%
10	Z Brazell	2	DNS	DNS	1.5	DNS	DNS	1.0	3.5	DNS	DNS	0.5	0.5	3.0	0.5	1.5	DNS	DNS	12.0	26.67%
11	C Youart		DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	1.0	100.00%
Turn Up Rates			100%	100%	93.10%	77.14%	71.43%	82.05%	87.18%	56.41%	56.41%	66.67%	56.41%	56.41%	61.54%	61.54%	51.28%	51.28%	AVE	64.86%

Derby HO Racing Club 
www.dhorc.co.uk

dhorc

Home of HO Le Mans 

Congratulations!!!!

Lewis Blacker **2025 Adult Final Challenge Champion**



Derby HO Racing Club 
www.dhorc.co.uk

dhorc

Home of HO Le Mans 

Congratulations!!!!

JJ Hughes-Dowd **2025 Junior Final Challenge Champion**



Derby HO Racing Club 
www.dhorc.co.uk

dhorc

Home of HO Le Mans 

Adult Kings of Speed 2025

Andrew Woodhouse **2 Wins**

Angus Smith **1 Win**

133 Points





Junior King of Speed 2025

Derby HO Racing Club 
www.dhorc.co.uk

dhorc

Home of HO Le Mans 

149 Points

Baxter Grunden **1 Win**





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 2025							
Pos	Competitor	DO F1V	DO GCB	DO F1T	DO GCV	Total	Diff
	Name	17	18	19	20	4	
	(Adult)	22-Jul	22-Jul	22-Jul	22-Jul	Scores	
1	A Woodhouse	47	47	18	21	133	
1	A Smith (M)	12	38	34	49	133	
3	B Johnson (M)	26	29	39	28	122	11
4	C Bowles	24	22	47	13	106	16
4	L Pateman	34	26	15	31	106	
4	R Litherland	31	17	24	34	106	
7	N Sismey (M)	19	15	31	39	104	2
8	S Gray (M)	25	23	26	24	98	6
9	J Crunden	29	21	27	20	97	1
10	L Smith	28	29	28	11	96	1
11	A Stevenson	38	14	20	20	92	4
12	G Reynolds (M)	22	34	16	16	88	4
13	N Jarram	17	26	26	17	86	2
14	L Blacker	18	18	29	18	83	3
15	J Dudley (M)	27	12	21	22	82	1
16	D Latham	16	20	22	23	81	1
17	M Dutson	18	31	19	12	80	1
17	M Graham	20	27	19	14	80	
17	J Wardle	21	11	23	25	80	
20	D Hughes-Dowd	24	13	14	27	78	2
21	C Blake	12	22	13	29	76	2
22	P Rees (M)	13	24	12	26	75	1
23	K Spink (M)	16	16	11	15	58	17
Pos	(Juniors)	716	717	718	719	Total	Diff
1	B Crunden	49	38	34	28	149	
2	JJ Hughes-Dowd	31	26	47	38	142	7
3	L Whittaker	26	29	32	50	137	5
4	E Woodhouse	38	34	31	31	134	3
5	T Stevenson	27	47	27	27	128	6
6	J Graham	34	31	28	34	127	1
7	JT Hughes-Dowd	29	28	38	26	121	6
8	J Woodhouse	30	31	26	29	116	5

2.4 Bob Chadwick Memorial

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

2.5 Alan Bullock Memorial

A trophy 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, Junior & Early Parents)

3.1.1 Individual Meetings

3.1.1.1 Final Positions :-

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

Challenge - 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 st	2.0 points	3 rd	1.0 points
2 nd	1.5 “	4 th	0.5. “

3.2.2 DHORCingham (As eight lanes used)

Positions in Individual Finals:

1 st	4.0 points	5 th	2.0 points
2 nd	3.5 “	6 th	1.5 “
3 rd	3.0 “	7 th	1.0 “
4 th	2.5 “	8 th	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 09:00 hours, all are welcome to help.

Free Practice (Pits Open)

Will commence from around 17:15 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.

09:00 – ?	Setting up track	Will differ between tracks
17:15 – 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. 17:15 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 Enclosed Wheel cars on **Yellow/Red** or even numbered lanes, with Open Wheel on **Green/Blue** or odd numbered lanes for 2026

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. Each car should also carry the owner's name.



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 is 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 24 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 2026) – Wet races use Club provided V-Jet chassis which will be retained in Parc Ferme. The draw will be made prior to 18:00 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

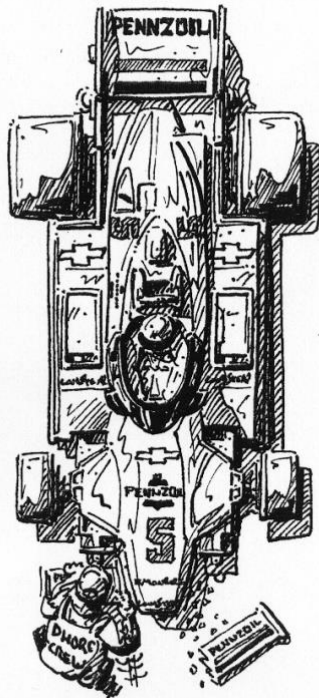
If in doubt about the legality of a modification, or how to carry out a particular modification, please ask the Scrutineers, who will be glad to advise. Note: All parts covered below will be available in the DHORC spares box as supplied by SlotCarsDirect.

5.1 Open Wheel

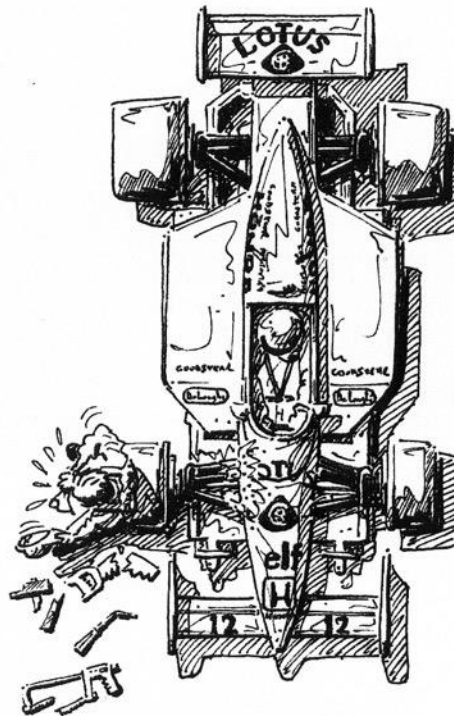
5.1.1 Eligible Cars

Tyco Mk 1
Tyco Mk 2
Tyco Mk 3

5.1.2 Body



Tyco Mk 1

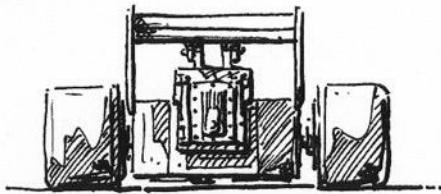


Tyco MK 2

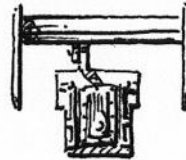
- 5.1.2.1 Tyco Mk 1 bodies, including the rear spoiler, must be retained as original.
- 5.1.2.2 No holes in, or lightening of, the body.
- 5.1.2.3 Tyco Mk 1 front wings may be removed, repaired or reinforced, as long as these modifications do not allow any part of the body to touch the track, but must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

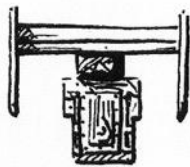
5.1.2.6 Tyco Mk 2 rear wing mounting may be modified i.e. using rubber, but it must be as close to the original position as reasonably possible.



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.

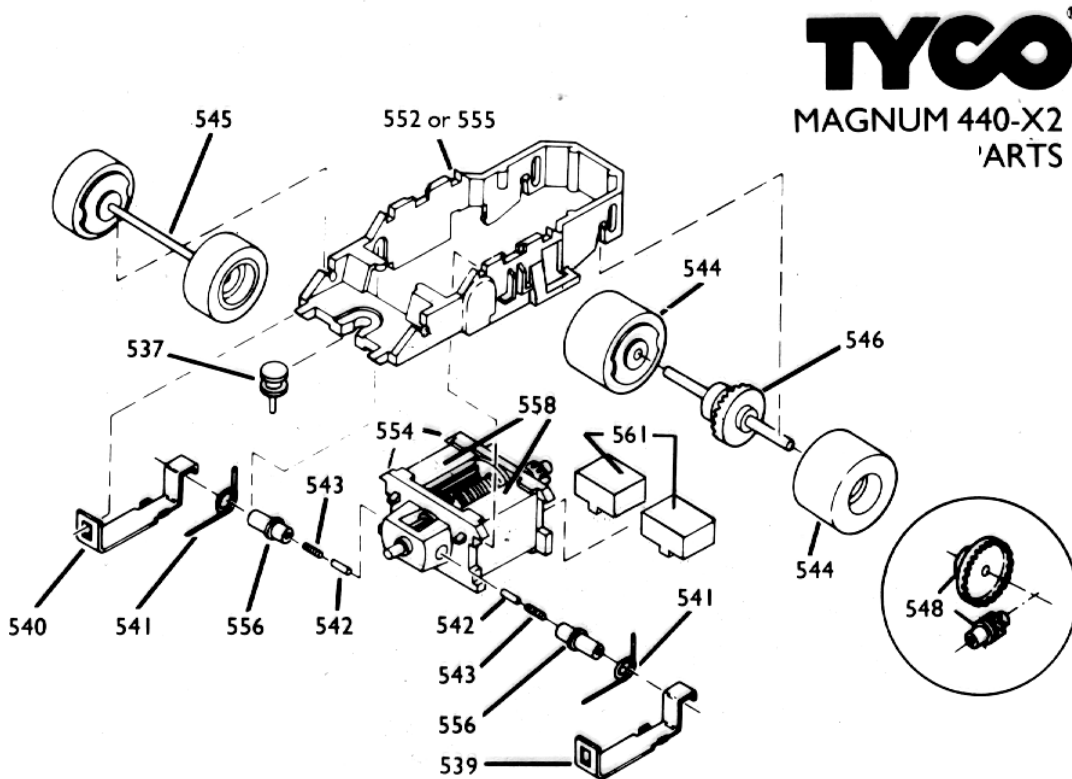
5.1.2.10 Bodies may be painted, and decals added to the driver's own specification.



5.1.3 Chassis

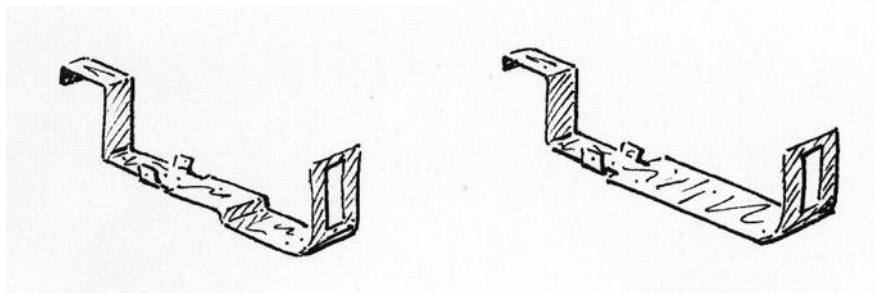
5.1.3.1 Only Tyco 440-X2 narrow or pan chassis are eligible.

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).



Standard Pick-Up

Modified Pick-Up

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.

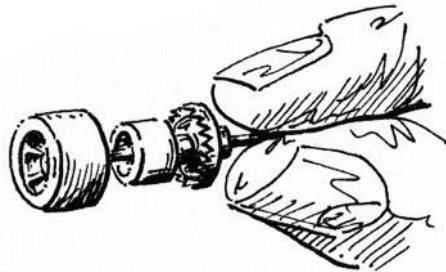
Tyres can be any of the following:

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

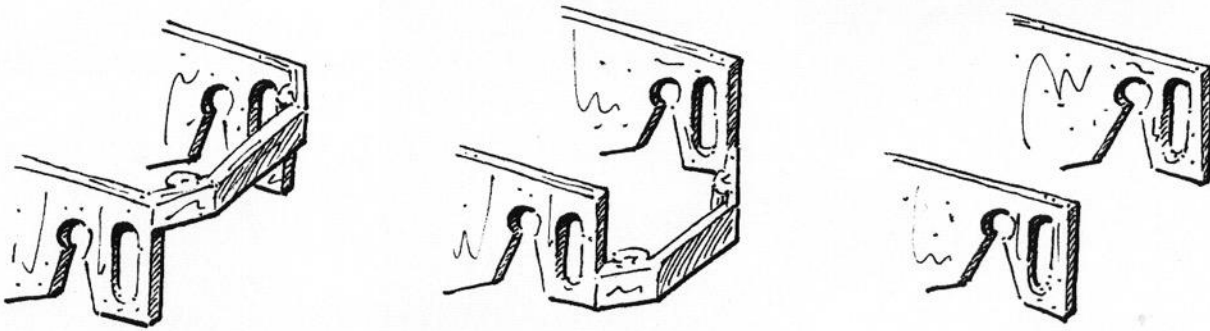
Tyres may be of any colour.

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.



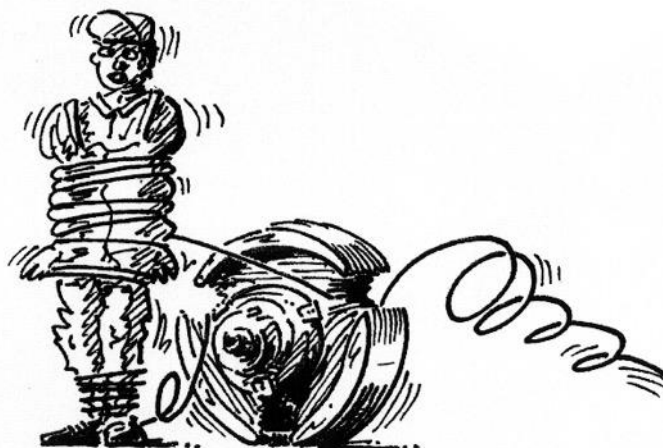
Removal of Lower.....Upper.....Entire rear chassis

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. The maximum "Carrot" measurement on the club magnet checker is 130 +/- 10.

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

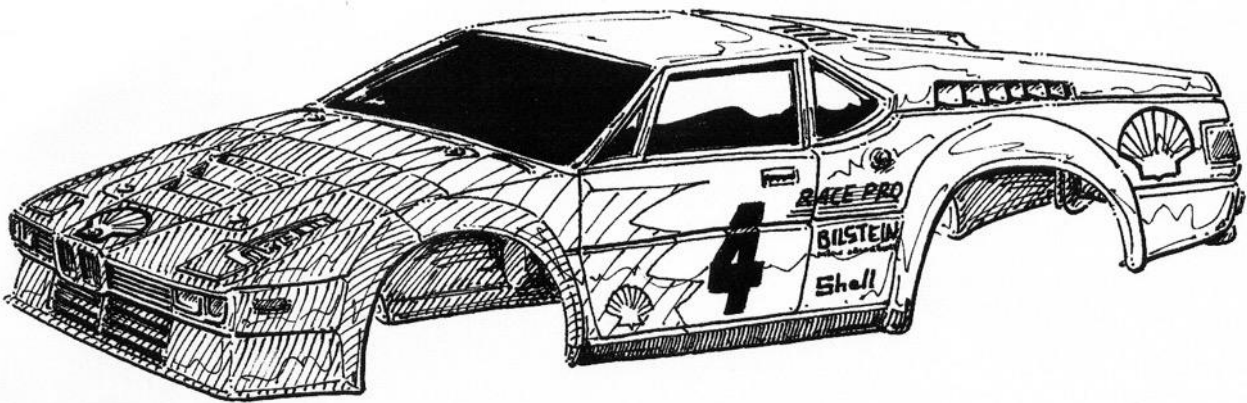
5.2.1 Eligible Cars

Tomy Super G Plus
BSRT G3
VSR
Bulldog Club



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.

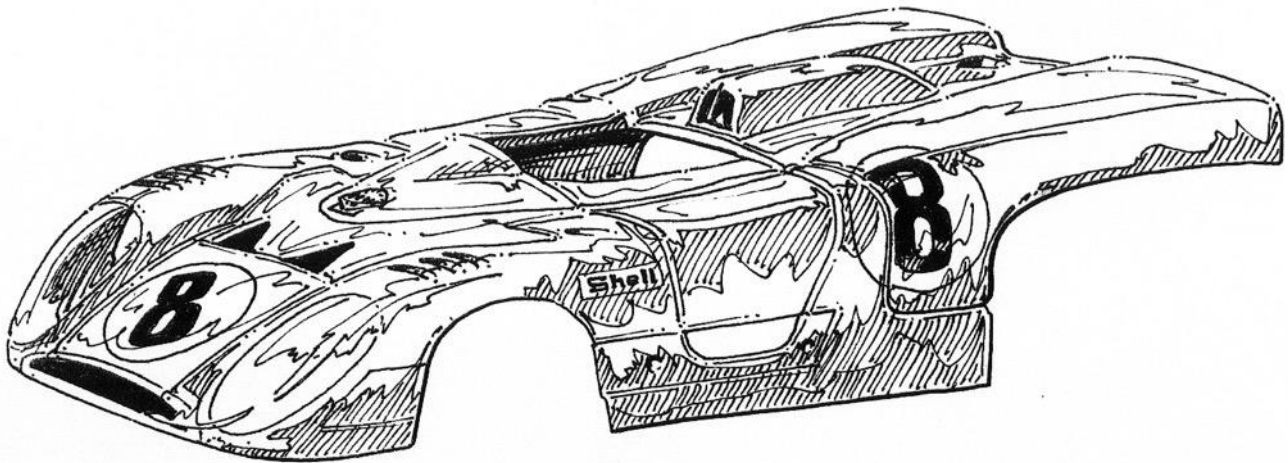
If the body shell has been repainted the appearance of the windows must be retained by painting them black or another suitable colour.

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.

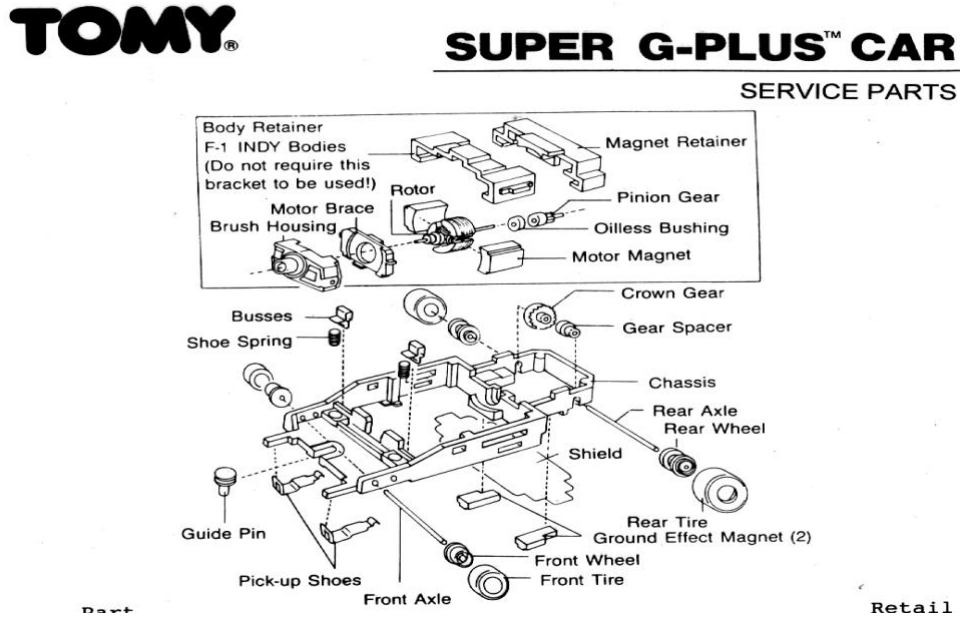


5.2.3 Chassis

5.2.3.1 Eligible chassis are: -

- Tomy Super G Plus
- BSRT G3/G3R chassis
- VSR
- Bulldog Club (Only available through the club)

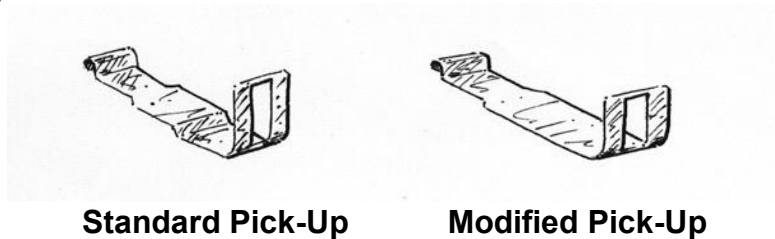
5.2.3.2 The Tomy SGP chassis must meet the following criteria, which reads across to similar chassis types:



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.



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. The maximum "Carrot" measurement on the club magnet checker is 200 +/- 10.

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).

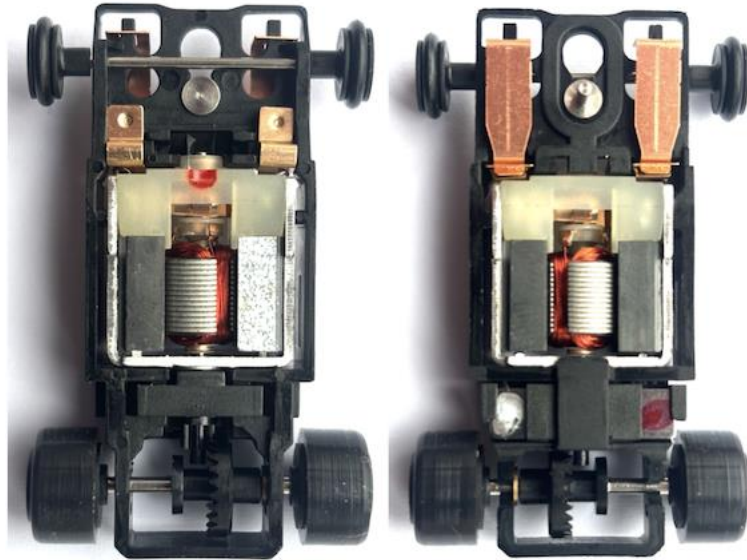
Tyre diameter can be reduced to improve road holding.

Tyres may be of any colour.

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

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

5.2.3.5 **The Bulldog Club chassis must meet the following criteria:**



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.

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

Can Motor – Can be opened but any damage caused is down to the owner, FOC replacements will not be provided.

Armature - the standard arm can be de-wound, re-wound and/or re-timed or an epoxied, balanced and trued item can be used. 6 and 3.5 Ohm Tyco and Viper armatures will be available. A BSRT #148 **Super G+ "Hot Stock©" Armature** balanced and trued 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 magnets– as standard, no modification. Will be checked as and when necessary. The maximum "Carrot" measurement on the club magnet checker is 175 +/- 10.

Note: This will be reviewed at the end of the season as to whether to change this.

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.

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

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 2026 are, **Lewis Blacker, Simon Goodlip, Reuben Litherland Angus Smith and Liam Smith**

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 16 Events in 2026 on 14 tracks, including four Friday/Saturday Events, with up to 70 Club Nights including 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 four 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 2025 this is now the current order going into 2026:-

Race Night Stand Down (before Sonoma 20Jan26)			
Pos	Name	Pos	Name
1	J Kalyan	21	L Blacker
2	T Mullen	22	C Blake
3	V de Oliveira	23	S Gray
4	N Sismey (Fuji 8Apr25)	24	T Gray
5	P Rees (Fuji 8Apr25)	25	D Hughes-Dowd
6	D Kalyan (Fuji 8Apr25)	26	D Edwards
7	M Thorpe	27	L Edwards
8	S Whittaker	28	A Smith
9	R Booth	29	C Cooper
10	A Staniec	30	S Bradley
11	T Whittaker	31	N Jarram
12	J Borges	32	A Mitro
13	S Goodlip	33	S Rankin
14	A Woodhouse	34	M Dutson
15	J Woodhouse	35	J Wardle
16	L Smith	36	J Bowles
17	C Hawes	37	JJ Hughes-Dowd
18	D Trantom	38	
19	S White	39	
20	L Pateman	40	
<small>Red 50 indicates who would stand down</small>			
Reserve Racers		Weekend Racers	
42	M Blood	38	B Whitehouse
43	M Graham	39	G Ng
		40	K Spink
		41	L Hobson

Person(s) to stand-down would be taken from top of list.

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 normally 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 the following season would be as the previous season ended.

Note: Anyone standing down will still get a 5-minute Sprint Race should they attend. This will be run in a sixth Group, racers placed in Ranking order. They will not be mixed back into their relevant Ranking Groups.

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

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

1.3 Races

These are the races that will be run depending on attendance. Note: 31-36 only relate to the three weekend sessions, not a Tuesday event.

Carrera Digital Club Nights			Total Time	
Racers	15-Mins	5-Mins	Hours	Mins
13 - 18	3	1	2	30
19 - 24	3	0	3	0
25 - 30	2	1	2	55
31 - 36	2	0	3	0

31 to 36 racers – 2 off 15-minute Endurance Races. Total race time = 180 minutes. Weekends only.

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

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

Up to 18 racers – 3 off 15-minute Endurance Races plus 1 off 5-minute Sprint Race. Total race time = 150 minutes.

15-minute Endurance Race or 5-minute Sprint Race 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.

Introduced in 2025. All racers will have at least one race before 20:00 hours. Late commers will miss their first race if they don't arrive by 19:00 hours

1.4 Win Penalty

Introduced in 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.

New for 2026. This will also read across to Sprint Races however penalties will not be read across between Endurance and Sprint Races.

1.5 Race Points

Points awarded down to 27th place for each 15-minute Endurance 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

Run in the same Groups as the 15-minute Endurance Races but for 5-minutes without fuel stops.

1.8 Sprint Points

Half points awarded down to 27th place for each Sprint Race with additional half points awarded for the top five fastest laps.

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.

There will be an increase in fuel usage per lap on tracks over 125' feet in length.

1.11 Car Usage

From 2026 different cars can be used between Endurance Races during the Evening. This will be reviewed if this becomes unmanageable. As before they can be changed for the Sprint Race.

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

1.12 Track Length

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 on the night. The fastest lap in the final 5-minute test will be each Members Qualifying time for the first Club Night at that circuit. Alternatively, if racers have to leave early the fastest lap from their last 5-minute Test will be taken.

Car preparation instruction for 30 minutes as required.



2.0 Championships & Cups

The 2026 Championships and Cups are as follows:-

2.1 Endurance Based on points awarded in 1.5 above. The 75% best point scores from the Endurance Race Club Nights count towards the Endurance Race Championship.

		DHORC Carrera Digital Championship 2025 Round 69 (Sheet 1 of 3)																													
Pos	Competitor	Magpelo (GP)				Monza				Daytona				Catalunya				Fuji Speedway				Oyakama				Total	Best	Diff			
		1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR						
1	V de Oliveira	45	45	22.5	7	24	22.5	6	11	45	24	22.5	38	44	18.5	28	44	0.0	27	45	22.0	1559.0	1324								
2	S Goodlip	28	28	1.5	45	45	6.0	27	45	29	37	25	18.5	44	38	22.5	45	24	22.5	DNS	DNS	1550.5	1227	117							
3	A Smith	4	23	18.5	18	32	17.5	43	21	11.0	28	22	27	13	11.0	DNS	DNS	DNS	DNS	DNS	DNS	1449.5	1196	121							
4	N Slinney	18	21	9.0	33	6.5	29	38	15.5	30	29	27	6.0	28	17	11.0	DNS	13.5	33	21	13.0	1469.0	1020	76							
5	M Thorpe	6	29	9.5	29	24	13.0	24	19.0	21	20	22	20	10.0	20	29	16.0	26	26	10.5	DNS	1182.5	952	78							
6	S White	4	23	18.5	18	32	17.5	43	21	11.0	28	22	27	13	11.0	DNS	DNS	DNS	DNS	DNS	DNS	1149.0	927	25							
7	P Rees	29	16	0.0	18	21	7.0	26	29	5.0	20	34	21	21	1.0	16	20	3.5	DNS	DNS	3.0	1070.0	843	84							
8	R Litherland	12	33	12.0	17	22	7.0	21	24	0.0	25	29	16	29	7.5	17	21	2.5	18	17	0.0	937.0	810	33							
9	T Gray	24	24	10.5	29	19	22.0	6	2	8.0	15	12	11	6.0	8.5	14	22	9.5	35	29	12.0	9	7	8.0	913.0	749	76				
10	S Whitaker	DNS	DNS	DNS	DNS	4	2.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	11	18	7.0	15	19	8.5	15	754.0	610	130				
11	T Mullin	12	18	12.0	17	10	9.5	19	DNS	DNS	DNS	DNS	DNS	14	11	9.0	14	13	15.5	4	15	8.9	11	14	4.5	760.5	583	17			
12	L Smith	22	18	13.0	24	18	11.0	20	18	11.5	DNS	DNS	17	14	15.0	13	7	12.0	DNS	DNS	DNS	18	11.0	839.0	505	88					
13	D Kalyan	8	9	6.0	19	16	10.5	17	2	1	DNS	DNS	DNS	1	1.5	1.5	24	9.0	12	2	1	0	10	6.5	892	11	11				
14	R Booth	20	14	4.5	21	15	9.0	9	12	3.5	14	20	11	6	7.5	DNS	DNS	14	12	4.5	2	8	5.0	816.0	472	15					
15	S Gray	7	9	2.5	8	8	2.0	9	3	10	12	4	4	4	4.5	8	13	5.0	11	10	6.5	10	11	6.5	598.5	472	15				
16	A Rowland	4	2	3.0	11	13	7.0	12	15	8.5	8	13	8	4	4.0	19	26	13.0	22	20	10.0	33	33	15.5	573.5	468	4				
17	M Spink	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	2	0	2.0	26	17	9.5	548.0	441	27					
18	L Blacker	33	12	0.0	DNS	DNS	DNS	14	1	1.0	9	20	18	0	0.0	21	15	2.0	22	6.5	18	21	7.5	481.0	425	16					
19	C Cooper	26	20	18.5	21	12	9.5	20	10	8.5	DNS	DNS	15	9	8.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	528.5	412	13					
20	L Pateman	5	12	0.0	4	18	11.0	12	20	10.5	16	5	6	11	0.5	7	16	4.0	17	8	13.0	DNS	DNS	497.5	390	14					
21	A Staniec	8	12	8.0	14	14	6.0	6	7	10	11	9	7	3	2.0	DNS	DNS	7	8	0.0	DNS	DNS	DNS	499.5	363	35					
22	J Hughes-Dowd	10	0	0.0	6	8	2.0	14	13	2.0	7	8	DNS	DNS	DNS	DNS	DNS	10	9	0.0	12	1	1.0	322.0	300	8					
23	J Woodhouse	17	8	8.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	17	4	8.0	5	13	9.0	421.5	328	1					
24	T Whitaker	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	357.5	308	22					
25	D Hughes-Dowd	9	10	4.5	15	12	9.5	7	18	1.5	19	14	DNS	DNS	DNS	DNS	DNS	10	9	0.0	12	1	1.0	322.0	300	8					
26	J Kalyan	2	10	0.0	6	8	2.0	14	13	2.0	7	8	DNS	DNS	DNS	DNS	DNS	10	9	0.0	12	1	1.0	322.0	300	8					
27	S Bradley	4	6	7.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	5	5	8.5	18	22	6.5	9	1	0.5	DNS	DNS	346.5	267	33					
28	D Garbutt	21	13	6.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	21	35	12.0	DNS	DNS	32	29	22.0	24	28	10.5	319.0	255	14					
29	D Edwards	15	29	3.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	1	1.5	1.5	24	9.0	12	2	1	0	10	6.5	892	11						
30	C Bacon	2	4	8.5	DNS	DNS	DNS	12	11	8.5	14	18	11	26	12.0	23	20	11.0	21	9.5	17	29	14.5	292.0	227	18					
31	A Miro	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	253.0	205	23					
32	D Whitehouse	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	305.0	240	10					
33	M Dutton	16	7	0.5	10	7	9.0	7	19	11.0	10	16	2	DNS	DNS	DNS	DNS	8	5	2.0	20	13	3.5	228.5	195	10					
34	A Woodhouse	14	3	5.5	DNS	DNS	15	0	4.0	DNS	DNS	3	5	6.0	DNS	DNS	5	1	5.0	3	5	3.0	5	242.0	180	5					
35	J Burgess	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	206.0	160	16					
36	J Bowditch	DNS	DNS	DNS	DNS	5	3.5	2	4	4.5	8	DNS	DNS	DNS	DNS	DNS	6	5	8.0	DNS	7	3	6.5	212.0	150	26					
37	S Rankin	0	1	1.0	DNS	DNS	DNS	0	5	6.0	9	7	0	2	0.0	5	4	4.5	3	13	1.5	4	2	2.0	185.5	130	28				
38	N Jarram	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	152.0	122	3					
39	C Bacon	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	112.0	84	38					
40	C Hawes	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	112.0	84	38					
41	L Hobson	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	80.0	64	20					
42	C Blake	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	80.0	64	20					
43	L Edwards	0	0	2.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	0	0	2.5	10	8	5.5	6	4.5	DNS	DNS	DNS	DNS	61.5	45	13				
44	D Trantam	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	57.0	44	1					
45	J Wardle	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	55.0	39	5					
46	J Hughes-Dowd	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	35.0	27	5					
47	L Lamb	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	5.5	6	22					
Carrera Digital Race		141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	Total	164	Diff				
		141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165					

Derby HO Racing Club
www.dhorc.co.uk

dhore

SmartRa e Carrera DIGITAL

Congratulations!!!

2025 Victor de Oliveira
Carrera DIGITAL 132 Champion

GT3

2.1 Sprint Based on points awarded in 1.8 above. The 75% best point scores from the Sprint Race Club Nights count towards the Sprint Race Championship.

		Carrera Digital Sprint Championship 2025 Round 21																																										
Pos	Competitor	Magpelo				Monza				Catalunya				Fuji				Oyakama				Sakhir				Catalunya				Woking				Silverstone				Silverstone				Total	Best	Diff
		1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR	1	2	3	SR											
1	V de Oliveira	10.5	10.5	22.5	7	16.5	16.0	11.5	16.0	18.0	18.0	22.5	13.0	8.5	11.0	13.5	15.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	419.0	337.0	188.0				
2	A Smith	DNS	DNS	1.5	8.5	8.5	8.5	18.5	21.5	DNS	DNS	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	228.0	222.0	16.0				
3	S Goodlip	1.5	8.5	8.5	18.5	21.5	DNS	DNS	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	228.0	222.0	16.0				
4</																																												

2.1 Group

Based on Group points awarded in 1.6 and 1.9 above. All point scores count.

DHORC Carrera Digital Group Challenge 2025 Round 69 (Sheet 1 of 3)																																		
Pos	Competitor	Group Wins	Mugello (GP)					Monza Banked Circuit					Daytona Sports Car Course					Catalunya F1					Fuji Speedway WEC Circuit					OkaYama (TI Circuit Aida)					Points	Turn Up Rate
			21-Jan-25	07-Feb-25	08-Feb-25	11-Feb-25	14-Feb-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25									
1	P Rees	13	10	4	8.5	5	6	1.5	9	11	5.7	9	6	4	10	5	3	1.5	DNS	DNS	1.5	10	6	1.9	330.0	97.10%								
2	M Thorpe	23	1	8	2.0	7	4	1.5	5	9	3.5	7	5	7	4	2.5	6	3.0	4	1	1.5	DNS	DNS	284.0	84.06%									
3	R Stacey	7	4	6	1.5	7	2	1.5	4	4	3.0	7	9	8	6	0.5	3	1.5	DNS	DNS	2.0	7	3	2.5	280.0	92.95%								
4	R Litherland	22	7	7	3.5	7	9	2.5	8	7	1.0	9	4	10	6	4	1.0	7	7	6.5	5	4	2.5	272.0	79.71%									
5	R Booth	12	6	5	1.0	10	8	4.0	4	3	1.5	5	9	4	3.0	DNS	DNS	5	5	4.0	2	4	2	260.0	88.41%									
6	Y de Oliveira	6	8	2	3	2	1	1	5	2.0	2	1	7	3	3.5	9	2	2	7	6.5	4	5	3	250.0	106.90%									
7	A Staniec	12	1	7	5.5	6	8	2.5	3	4	5.0	1	2	2	1.0	DNS	DNS	5	4	1.0	DNS	DNS	DNS	246.0	86.96%									
8	D Kalyan	6	1	3	1.0	8	5	7	4	1.5	6	8	8	2	4	1.5	DNS	DNS	6.5	2	3	2.5	245.0	97.10%										
9	S Goodip	16	3	4	1.0	9	1.5	5	9	1.0	9	7	2	3.5	7	2.5	1	1	3.0	DNS	DNS	DNS	238.0	78.90%										
10	S Gray	9	2	2	0.5	2	1.5	3	5	2.0	2	4	1	3.0	2	2.5	4	1	3.0	5	7	3.5	227.0	86.96%										
11	A Smith	9	DNS	DNS	DNS	4	4	2.5	3	3.5	5	7	2	1	1.0	4	3	1.0	1	6	2.0	8	6	3.0	223.5	89.85%								
12	S Whitaker	11	DNS	DNS	DNS	6	2	1.0	DNS	DNS	DNS	DNS	9	2	2.5	4	2	2.5	4	2	2	8	6	2.5	215.0	81.32%								
13	S White	13	5	3	3.0	3	6	3.5	4	2.0	3	3	3	2	2.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	193.5	71.01%									
14	T Gray	4	5	7	2.5	8	2	1.5	2	1	0.5	1	2	3	6	4.0	9	7	3.0	1	1	0.5	186.5	84.06%										
15	J Mullien	3	4	2	2.5	4	4.0	7	DNS	DNS	DNS	DNS	5	6	2.5	3	3	3.0	1	4	1.5	3	1.5	183.0	84.06%									
16	A Rowland	7	5	1.5	8	1	4.5	7	8	2	7	3	2	2.0	6	8	4.0	11	9	4.0	7	3	3.5	178.0	53.62%									
17	J Kalyan	11	4	7	2.0	3	2	1.5	DNS	DNS	DNS	DNS	5	5	1.5	2	2	1.0	8	9	2.5	5	2	1.5	176.0	69.57%								
18	C Cooper	9	8	7	4.5	3	2	1.5	3	2	2.0	DNS	3	1	3.5	DNS	DNS	4	4	3	DNS	DNS	DNS	163.0	57.97%									
19	D Smith	2	4	4	4.0	4	4	2.5	5	2	DNS	DNS	4	3	2.0	3	2	2.0	DNS	DNS	3	2	2.5	162.0	90.00%									
20	J Burgess	10	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	3	9	4.5	2	2	2.5	4	4	5.0	151.0	50.00%									
21	J Hughes-Dowd	3	4	4	2.0	4	4	1.0	3	6	0.5	4	3	DNS	DNS	DNS	DNS	3	2	1.0	4	2	1.5	150.5	69.87%									
22	J Woodhouse	8	3	4.5	DNS	DNS	DNS	1	2	5.0	DNS	DNS	8	2	4.5	DNS	DNS	3	3	10	8	2	3.5	141.0	49.28%									
23	J Woodhouse	7	3	4.5	DNS	DNS	DNS	1	2	5.0	DNS	DNS	8	2	4.5	DNS	DNS	3	3	10	8	2	3.5	141.0	49.28%									
24	JT Hughes-Dowd	8	2	1	0.5	3	4	1.5	6	1	3	2	DNS	DNS	DNS	DNS	DNS	1	5	3.5	8	1	1.0	140.0	53.62%									
25	S Whitaker	12	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	136.0	80.00%									
26	L Blacker	6	9	4	0.5	7	8	1	0.5	2	1	4	1	4	1	4	1	2	1	1.5	DNS	DNS	5	112.0	47.92%									
27	S Rankin	2	2	2	0.5	DNS	DNS	DNS	2	3	2	6	3	1	5	0.5	4	1.5	3	6	1.5	3	2	1.0	117.5	72.46%								
28	A Woodhouse	3	4	2	1.5	DNS	DNS	6	2	3.5	DNS	DNS	1	5	3.5	DNS	DNS	7	1	1.5	2	4	1.5	112.0	50.00%									
29	S Bradley	8	8	3	0.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	4	2	0	4	2	0	4	2	0	2	2	132.0	47.92%									
30	J Bowles	4	DNS	DNS	DNS	2	3	2.5	4	2	2.0	6	1	2.5	DNS	DNS	5	4	2.5	DNS	DNS	4	3	2.0	112.0	48.48%								
31	J Palfeman	6	2	1	3.5	2	4	3.0	1	4	2.0	4	1	2	5.5	2	2	2	4	2	4.5	DNS	DNS	115.0	69.87%									
32	A Hays	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	112.0	50.00%									
33	C Bacon	9	3	5	3.5	DNS	DNS	5	4	3.5	7	5	9	4.5	5	2.5	7	7	7	2	0	5	7	3.5	106.0	29.99%								
34	M Duffoon	1	5	3	1.5	3	3	2.5	3	2.5	2	2	3	DNS	DNS	DNS	DNS	1	4	2.5	5	1.5	1.5	104.0	46.38%									
35	S Whitshaw	2	5	4	2.0	3	2.5	5	5	2.0	4	4	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	102.0	26.89%									
36	D Edwards	2	6	1	1.0	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	1	1.0	DNS	DNS	DNS	82.0	33.17%									
37	G Ng	3	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	2	2	1.0	1	1	1.0	DNS	DNS	82.0	49.09%							
38	J Warren	1	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	80.0	34.29%									
39	L Edwards	1	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	80.0	34.29%									
40	C Haves	2	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	55.0	100.00%									
41	G Garrett	2	2	2	1.5	DNS	DNS	DNS	DNS	DNS	DNS	DNS	1	11	2.5	DNS	DNS	DNS	6	3	4.5	4	4	1.0	50.0	24.64%								
42	J Haves	1	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	37.0	81.82%									
43	D Trantom	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	35.0	100.00%								
44	J Wurdie	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	35.0	40.74%								
45	C Biele	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	35.0	100.00%								
46	JT Hughes-Dowd	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	35.0	12.50%								
47	J Lamb	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	35.0	64.55%								
Turn Up Rates		33	100%	100%	100%	74%	74%	174%	83%	80%	66%	65%	89%	82%	82%	68%	148%	68%	70%	82%	68%	69%	69%	68%	31	4.55%								

Derby HO Racing Club
www.dhorc.co.uk

SmartRa(e) Carrera DIGITAL

Congratulations!!!!

2025 CD Group Champion

Phil Rees

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.

DHORC Carrera Digital 70+ Challenge 2025 Round 69 (Sheet 1 of 3)																																			
Pos	Competitor	Group Wins	Mugello (GP)					Monza Banked Circuit					Daytona Sports Car Course					Catalunya F1					Fuji Speedway WEC Circuit					OkaYama (TI Circuit Aida)					Total	Best	Diff
			21-Jan-25	07-Feb-25	08-Feb-25	11-Feb-25	14-Feb-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25	11-Feb-25	14-Feb-25	18-Mar-25										
1	A Staniec	1	7	5.5	6	6	2.5	3	4	5.0	1	1	2	2	1.0	DNS	DNS	5	4	1.0	DNS	DNS	246.0	237.0	21.5										
2	S Gray	2	2	0.5	2	2	1.5	3	5	2.0	2	2	4	4	3.0	2	3	2.5	4	4	3.0	5	7	3.5	227.0	215.5	21.5								
3	T Mullien	4	6	2.5	4	3.5	2	1	0.5	2	1	3	2	0	2.0	3	2	1.5	4	1.5	3	2	2	160.0	174.5	41.0									
4	D Trantom	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	35.0	35.0	139.5								
Carrera Digital Race		141	142	143																															

2.8 Jono Cup Richard (Jono) Johnson Memorial Cup for the winner of Round 13.



3.0 Cars

Carrera DTM, GT2, GT3 and GTE Racing Cars running the latest chassis. Plus NASCAR for Saturday morning separate 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?

Derby HO Racing Club  www.dhorc.co.uk

dhorc

Home of HO Le Mans

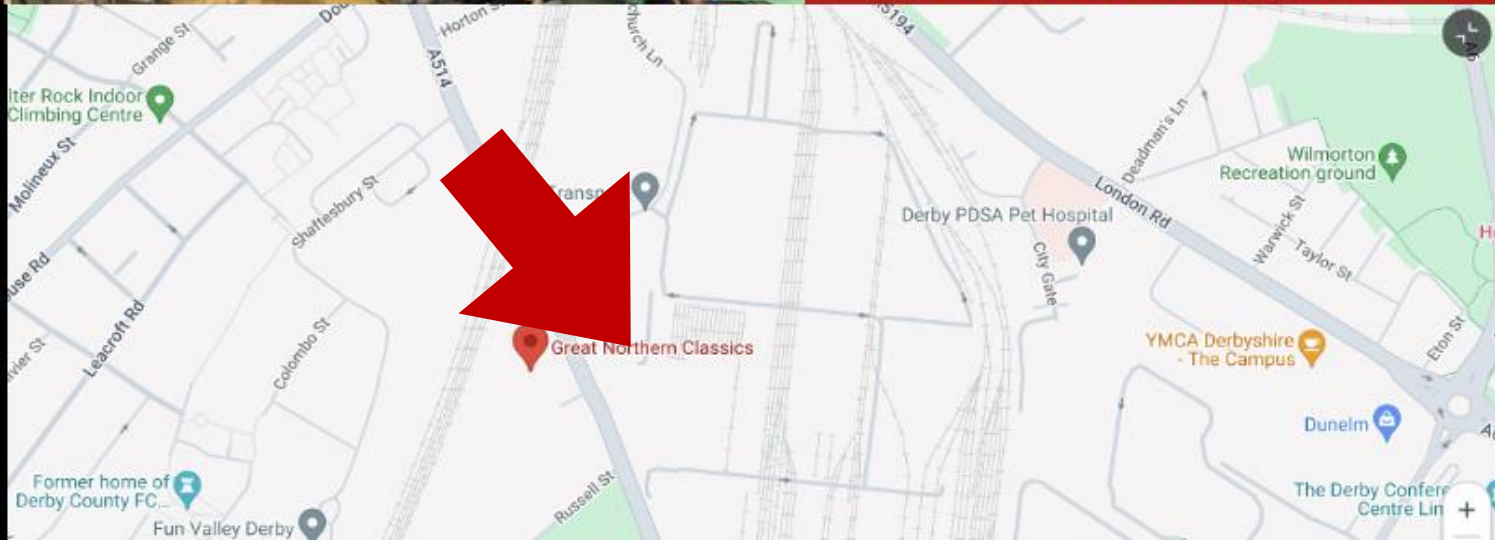


Derby HO Racing Club  www.dhorc.co.uk

dhorc

www.dhorc.co.uk



GREAT NORTHERN CLASSICS



Great Northern Classics
274 – 278 Osmaston Road
Derby DE24 8AE

Nick Sismey
sismey80@hotmail.co.uk
07984339192