

# **2022/23 Series Junior Rules**

## **1. SCRUTINEERING**

- 1.1. Cars must be brought to race control upon signing in and pass scrutineering check.

## **2. RACE & CHAMPIONSHIP FORMAT**

- 2.1. The meeting will run in the format of 4 - 6 heats depending on the number of racers present and run over 3 minutes per heat with each driver racing once on each lane with all heats to count towards the final total.
- 2.2. Points will be awarded to drivers in the following order: 1st 25, 2nd 22, 3rd 20, 4th 18, 5th 16, 6th 15, 7th 14 ... and continuing down to... 19th 2, 20th 1.
- 2.3. An individual's best 5 from 7 rounds in each series will count towards their final championship standing.
- 2.4. In the event of a tie, the result will be decided by count-back. I.e., the driver with the greater number of 1st, 2nd, 3rd etc.
- 2.5. In the unlikely event that there is still a tie, dropped rounds will count.

## **3. CAR REQUIREMENTS**

- 3.1. Cars from the Scalextric range in the list in section 3 are eligible for use. Please check
- 3.2. Cars must remain 'original out of the box' with the exception of the following allowed rules in sections 5 to 8.
- 3.3. If you are unsure about the eligibility of a car not on the list please ask and we will advise.

## **4. ELIGIBLE CARS (Other cars may be eligible but please check first)**

- 4.1. Audi R8
- 4.2. Maseratti Trofeo
- 4.3. McLaren MP4-12C
- 4.4. McLaren 12C GT3
- 4.5. McLaren F1 GTR
- 4.6. Aston Martin Vantage GT3
- 4.7. Bentley Continental GT3
- 4.8. BMW Z4 GT3
- 4.9. Ford Daytona Prototype
- 4.10. Ginetta LMP
- 4.11. Lamborghini Centenario
- 4.12. Mercedes AMG GT3
- 4.13. Mercedes CLK GT1
- 4.14. Porsche GT1 96
- 4.15. Maserati MC12
- 4.16. Jaguar XKR
- 4.17. Jaguar XKRS
- 4.18. Corvette C6R
- 4.19. Corvette C7R
- 4.20. Start Endurance car

## **5. CHASSIS/BODY**

- 5.1. The chassis and body must remain completely standard but may be lightly sanded around the edge to allow the body to rock on the chassis. (Gap must be no bigger than 0.5mm.
- 5.2. Interiors can be replaced with a PSRE30a but must fit to the shape of the original interior.
- 5.3. Weight may be added to the inside of the car to the chassis only.
- 5.4. Working light kits may be removed.
- 5.5. Body screws are free choice.

## **6. MOTORS**

- 6.1. Cars must retain the Standard Scalextric motor as supplied with the car.

## **7. REAR AXLE KIT**

- 7.1. Original rear axles may be replaced for a PSR Rear Axle kit as supplied by the organisers.
  - 7.1.1. Rear axle kit includes, X1 axle, X2 bearings, X2 Alloy Wheels, X2 Tyres and, Gear.

## **8. FRONT WHEELS**

Front Wheels may be replaced with the following but not compulsory.

- 8.1. PCS-32161408

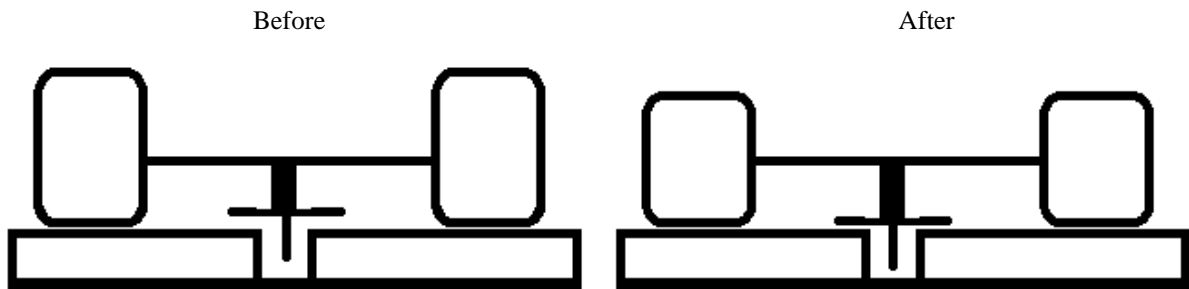
## **9. TYRES**

- 9.1. Original rear tyres may be replaced with PCS-RT03g or RT04g.
- 9.2. Rear tyres must be unglued but may be Trued/sanded.
- 9.3. Front tyres are of free choice but must be of a rubber compound and touch the track surface.

## Car preparation Tips

- **Front Tyres**

Some cars in the range require the front tyres to be changed for lower profile tyres. This is to allow the full depth of the guide to sit in the slot of the track aiding handling through the bends less chance of the car deslotting. As you look from the front of the car the front wheels should be sat level with the base of the guide.



- Applying a coat of clear nail varnish on the front tyres aids corner speed as it removes friction from the front tyres.
- Removing working lights reduces weight and makes the car lighter.
- Loosening the body screws around 1 to 1.5 turns to allow the body shell to rock loosely on the chassis.
- **Rear Tyres**  
New tyres are never moulded perfectly. Applying power to the car and lightly sanding the rear tyres with a nail file or sand paper will flatten the tyres off so that the full width of the tyre is in contact with the track giving more grip while truing the tyres to making the car run smoother.

