



Saturday 25th August 2018, Kelowna, BC

- ★ Inaugural Western Canadian inter-club, 3 hour endurance race
- ★ Invited teams from four major slot car clubs from Vancouver, Kelowna, Calgary and Edmonton
- ★ Class: Slot.it Group C; Piranha motors supplied
- ★ \$100 / team race fee; includes race day lunch & snacks and three supplied Piranha motors
- ★ Hosted by Kelowna Slot Car Club's 110' DCMR 3 lane wood track; 684 Drummond Court, Kelowna BC, V1W 4N8
- ★ Host Event Coordinator: Richard Hewitt 250.212.9830
- ★ Host Race Director: Rob Malesan 250.801.7548
- ★ Event Rules Director: Tom Magliocco 403.671.8977

Key Dates:

May 31, 2018	Confirmation of club entries with race fees paid
June 3, 2018	Livestream tach'ing of supplied motors; followed by live draw for motor choice
June 30, 2018	Provisional race day schedule released
August 24, 2018	4:00p – 6:00p Practice and track orientation <sup>1</sup> , <u>including pre-race tech. inspection</u>
August 25, 2018	8:00a – 5:00p Race, followed by off-site dinner and door prizes

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*This is an event summary, the details in appendices A & B (separate document) supercede this summary.*

Race Format

**Event Length** – each team will race one hour on each lane, then rotate lanes.

**Team Composition & Driver Rotation** – each team will have at least three drivers with a maximum of four; teams will declare their driver rotations in advance of race day and rotate drivers in this predetermined order for equal driving time (or near to).

**Driver Stints** – each team driver will drive a complete a 15 minute stint (i.e., heat) on each lane before a team switches drivers per their declared driver order; there will be no double-stints. Driver roster (and order) decided by teams to be submitted by 6p Friday August 24.

**Stint Starts** – At the beginning of a lane rotation stint, teams' cars will start the stint at the start line; after each remaining stint, cars will restart at the same track position where they finished in their previous stint.

**Crashes** – after a crash, the driver will notify the marshal while pressing a button to activate the delayed timer (5 seconds) to cut their individual track lane power (other lane power unaffected) so that each car will be marshaled in the same amount of time.

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<sup>1</sup> Given teams are travelling, any teams arriving late are free to call Richard (DCMR host) up to 7:30p Friday August 24, 2018 to make reasonable arrangements given there will be a lot to organize for the next day.



**Repair** – all repair or maintenance work (including minor maintenance such as oil/lube, braid realignment, tire cleaning, etc.) must occur off track in team's pit area. Cars in need of repair must complete the lap and be removed from the track only in the designated stopping area by the pits. A car with mechanical issues which is unable to safely complete a lap may be removed and taken to the pit tables for repairs by a driver's teammate, after which it must be returned to the track in the designated stopping area.

**Back-up cars** – each team may have one back-up car that must also pass pre-race technical scrutineering. A back-up car can be used if the original car cannot be repaired and placed back on the track within 5 minutes of unabated race time after the timing & scoring person has been notified and gives the approval to rejoin the race. However, once a backup car is used it becomes the primary car (and the original car is retired for the rest of the race).

**Race Etiquette** – while it is expected that this will be serious racing, it will not be at the expense of keeping this a fun event. Unsportsmanlike behavior (e.g., bad language, complaints about marshals, repeated bumping other cars, etc.) will not be tolerated and will be subject to penalties applied by the Race Committee without warning up to, and including, event expulsion.

#### Car Class:

The primary and back-up cars must be Slot.it Group C and must pass pre-race technical inspection. Any in-race repairs will also be subject to technical scrutineering before racing again. Only urethanes (rear) tires and pre-approved Piranha Motors may be used. Note, all cars used during the race will be subject to a post-race technical inspection to ensure post-race minimum ride height (1mm) is achieved (note: the pre-race tech. inspection will required a min. ride height of 1.5mm).

#### Food & Beverage

A light lunch, non-alcoholic beverages and snacks are included for race day so drivers can stay on premises over lunch break to mingle and socialize with other teams.

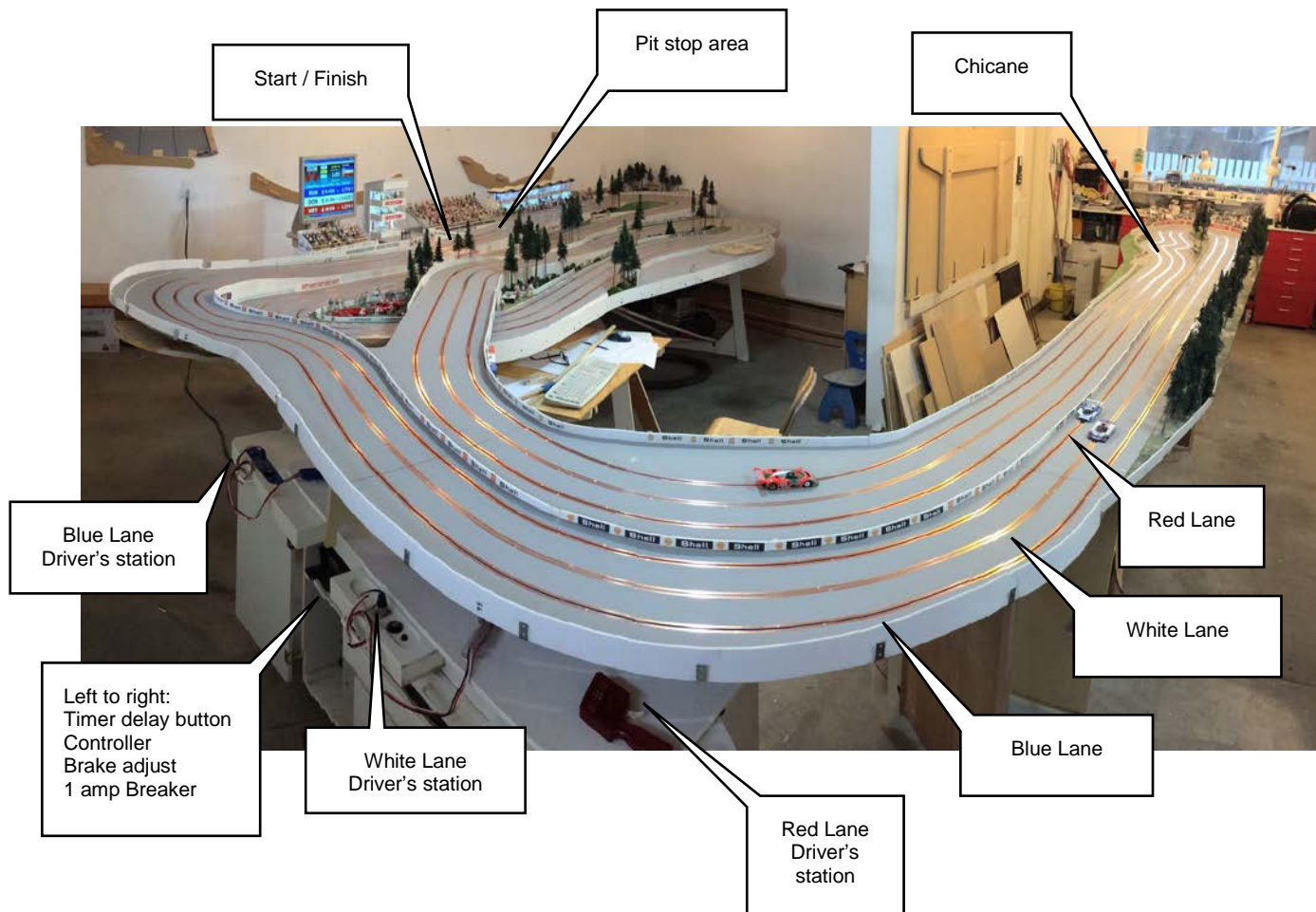
#### Race Day Timetable

To allow for unforeseen circumstances we need to start on time, marshals must be present & ready to start each stint to help minimize time between heats and keep to schedule. If we stick to the schedule below there will be adequate time for a lunch break and social time.

#### Overview of KSCC Host Track – DCMR 110

DCMR is a copper-taped, routed MDF track, 110ft long with smooth latex paint finish. The track is generally a fast circuit with three long straights and a variety of large and small radius corners and elevation changes including a chicane that is tricky to master.

Timing system uses Race Coordinator and a good lap time for Group C cars will be in the mid 9 second range.



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