



Presented by





The Tourist Trophy – Appendix A

Event Information

This event is intended to create a competitive but fun atmosphere aimed at enhancing the camaraderie amongst western Canada's slot clubs. The event will encourage *close racing* by setting as level a playing field as possible through such guidelines as racing close to stock versions of cars with limited, basic tuning.

The 2018 Tourist Trophy race class will be Slot.it Group C.

Event Fee

Event fees will be charged on a per team basis, with each team fee being \$100. Fees go to the Event Coordinator for wear and tear on the track and controllers as well as for race day food & beverages, handout motors and event prizes.

Event Invitation

This is an invitation only event as space is limited. Consequently, the number of teams will be capped at five. One invitation amongst the following clubs – Greater Vancouver Slot Car Club (GVSCC), Kelowna Slot Car Club (KSSC), The Greater Edmonton Toy Car and Racing Society (GETCARS) and Rocky Mountain Racers (RMR from Calgary).

Two teams being invited from the hosting club, more if space is available, to allow the host club members the opportunity to meet and mingle with other clubs.

All teams must RSVP approximately 3 months prior to the event along with submitting their primary and backup cars (and liveries) to allow for the event logistics to be properly planned in advance. Livery choices will be on a first come first serve basis; fantasy liveries are permitted as long as they abide by the rules set forth within this document.

Event Length

Given there will be more teams than available lanes, each team will race a total 3 hours, with each team driving a total of 60 minutes per lane (before rotating to the next lane) and each lane rotation will consist of four 15 minutes stints in length for driver changeovers.

The elapsed time of the event will be dependent on adhering to the event schedule through quick and efficient lane and stint changeovers, recording of heat/stint information, team backup cars being made available in the event of failure and teams' marshals rotating and being ready without delay. Team's not ready for change overs may not hold up the race (i.e., other teams may start the stint without that team).



Event Date & Schedule

Before June 1, 2018

Clubs notify their intention to participate, including which cars and liveries they plan to race (including back-up car) and submit payment. Each team will also notifies the Race Director of its Team Captains as single points of contact for the event as well as driver roster.

Friday August 17, 2018

KSCC publishes a final schedule of practice times by lane and notifies Team Captains to ensure teams can plan accordingly and have equal track time to practice.

Friday August 24, 2018

4:00p - 6:00p Free Practice 1: Practice, and Tech Inspection Pre-Clearance: Allows team's to practice and make any submissions for rule exceptions and/or any apply changes necessary to bring their cars into compliance. Captains notify Race Director of team driver order.

If team desire, teams can order in dinner to the track at their cost.

Race Director conducts random draw for lane session rotations for the night before race day.

Saturday August 25, 2018

8:00a - 8:45a Free Practice 2: Reserved for final practice session.

8:45a - 9:15a Final Technical Scrutineering (including back-up cars); cars placed and remain in parc ferme status during event; official event scorekeeper notified of any infractions

9:15a - 9:30a Drivers Meeting to run through track ground rules, use, marshalling expectations/schedule, car failures and the protocol for removing, repairing and when and where cars may return to the track as well as when a back-up car may be substituted.

9:30a - 10:45a Session #1 (Stints a, b, c, d)

10:50a - 12:05a Session #2 (Stints a, b, c, d)

12:05a - 1:15p Lunch

1:15p - 2:30p Session #3 (Stints a, b, c, d)

2:35p - 3:50p Session #4 (Stints a, b, c, d)

3:55p - 5:10p Session #5 (Stints a, b, c, d)

5:10 - 5:40p Post Race Scrutineering of Primary car (and Backup car, if used); Results tabulation, applying post-race penalties, determine standings etc.

6:30p onwards - Off-site dinner, prizes, trophy presentations and announce results



Event Teams

Teams shall be comprised of at least three racers and no more than four drivers. Team driver must share **equal** driving duties. Teams must declare their driver rotation before qualifying. Drivers may not double-stint (i.e., run back-to-back stints within a heat or between heats) and must run in their stated order. Each driver must run at least one stint per each lane.

The aim here is to have all drivers racing an equal amount of time by the end of the race.

For example on the DCMR 3 lane track, 4 stints per lane for a total of 12 stints for each team. A team of 3 drivers would each drive a total of 4 stints; with a team of 4 drivers, each driver would drive 3 stints. On a 4 lane track, the approved anomaly would be a team with 3 drivers having driver #1 drive an extra fifth stint per their declared driver rotation. Refer to event lane rotations section below for illustrative example.

Event Roles

The **Event Coordinator** (EC) will be from the host club and could be the event track owner and/or a designated host club member who is not racing. The EC will provide all team's information about the track, house rules and expectations for using the track, controllers, and track calls, etc. during the driver's meeting. As mentioned above, the EC is expected to provide the track with working and reliable timing software and evenly performing house controllers that will be shared amongst the teams.

The **Race Director** (RD) will be from the hosting club whose main responsibilities include:

- ensuring the day's events stay on schedule, hearing of any complaints
- ensuring marshal's are alert and acting in a fair manner
- ensuring participants are respectful of each other
- being team captains main point of contact for any questions or concerns
- identifying or being a single point of contact for raising event issues
- convening *Rules Committee* meetings during the race breaks, as necessary

The RD cannot fulfill more than one event role.

The **Assistant Race Director** (ARD) main responsibility is to assume the RD's responsibilities when the RD is racing or is involved in an incident or ruling where independence is necessary. The ARD **will not** be from the hosting club. The ARD cannot fulfill more than one event role.

The **Event Rules Director** (ERD) will be a pre-designated individual, who will chair a tribunal (along with the RD and ARD) to hear and arbitrate applications for rule exceptions, complaints as well as lead technical scrutineering with the assistance of the RD and ARD. The ERD cannot fulfill more than one event role.

The **Rules Committee** (the "committee") will be made of the RD, ARD, and the ERD.

Event Scorekeepers will be a designated in advance of the event, but no later than by the end of the practice session. There will be a **Lead Event Scorekeeper** (LES) whose main responsibility will be ensuring heat and stint results, and overall results are completely and accurately tabulated.



Two **Assistant Event Scorekeepers** (AES) will be also be required to assist the LES and to tabulate results when the LES and/or other AES is racing. The AES main responsibility will be to capture stint results in a timely manner at the end of each stint and to ensure the LES or alternate AES accurately records them.

The LES and at least one of the AES must be from at least two different teams and the LES must be independent of the RD's team. An AES can also be a Team Captain.

Team Captains will be nominated and declared by their own teams and identified to the RD during the practice session. Team captains will be responsible for:

- Ensuring their team is ready and practices during their allocated lanes & practice time only
- Declaring their team's driver rotations
- Submitting their team's event cars for scrutineering
- Submitting rule exceptions to the *Rules Committee* for approval on behalf of their teams
- Coordinating and ensuring marshaling duties are performed
- Broker any conversations regarding rules, infractions, penalties etc. with the RD, ARD or ERD
- Ensuring their team's results are accurately reflected and recorded
- Ensuring their drivers are ready to drive during the race when lane and driver change overs occur
- Their team's overall conduct

A team captain may not also hold the title of RD, ARD, ERD or LES to avoid undue influence on the event results and to generally avoid any perceived conflict of interest.

Event Practice

All teams will have equal track and lane practice time as an opportunity to test and tune their cars on the track prior to the race. The RD will publish a practice schedule one week in advance.

Event Equipment

Teams are solely responsible for providing their cars, backup parts and their tuning consumables. All other equipment will be provided by the EC who will provide the track, timing hardware and software. The track timing software must be configured to prevent false laps through a reasonable minimum lap time. Additionally, the EC will provide evenly-performing, house controllers to prevent any disparities by team's using higher-end controllers (which would contravene the event's purpose to encourage close racing).

Tuning/Pit Area

The EC will provide a dedicated space/pit tables for technical scrutineering to occur as well for team's work on their cars during the pre-race practice/tuning session.

After scrutineering cars will be considered in *parc ferme* status with teams unable to prepare and or repair their cars. Any work on car including tire taping can only be done during that cars live heat, by a team member (not the current driver) in the designated space where cars can be stopped and retrieved for any maintenance during a heat. If a car requires more than basic maintenance (i.e., braid straightening or tire cleaning) it must be removed from the track while the race continues unabated. To rejoin the race, the team mechanic will place



the car in the designated “pit stop area” in the pit straight. This is behind the sensors so no advantage is gained by not completing a lap due to car issues - in fact time is lost.

During the race, should the need arise, repairs may be done under “green flag” race conditions with the observation of the RD, ARD or another team's captain, while driving their backup car. A backup car may only be used once approved by the RD or ARD and if the car in need of repair cannot be returned to the track within 5 minutes of elapsed racing time.

Technical Scrutineering

All participating race cars (primary and backup) will be inspected to ensure rule compliance. Cars will be impounded after the inspection process until the start of the race. Technical scrutineering will be performed by the ERD (or the RD for ERD's team cars).

As mentioned above, no after market parts are allowed *unless otherwise noted below*. If you don't see it listed, it's simple – it's banned.

All cars will be opened up and scrutineered prior to the race to avoid any heartache or potential disappointment and yes, disagreement. If a car is glued shut, and cannot be opened without damaging it, the car will be immediately disqualified – so plan accordingly.

Cars will be scrutineered during the pre-race technical scrutineering only. Teams must submit their primary car as well as back-up car for review. Each infraction must be addressed prior to the race. The exception to pre-race inspection is when a car is pulled for in-race repair; repair must be done under the supervision of one of the following: ERD, RD or ARD. The supervising official must be independent of the team who is repairing the car.

In the event of an infraction, the car can be disqualified from racing by the *Rules Committee*, with a unanimous vote. If the infraction is deemed repairable but cannot be addressed (e.g., due to lack of parts etc.), the *Rules Committee* may permit the car to race, but subject to a minimum 500 lap (using the middle lane distance) penalty assigned to the offending team, per car. To clarify, if the both the main and back-up cars have infractions that cannot be addressed but are permitted to race by a simple majority of the *Rules Committee*, then a 1,000 lap penalty minimum (2 cars x 500 each car) will be applied to the offending team's ending results.

Where infractions are addressed, teams must re-submit their car(s) for scrutineering and unanimous *Rules Committee* approval prior to qualifying. In the event that neither the main or back-up car's infractions can be addressed in time for qualifying, penalties will be applied and the team will have last choice of rotation assignment.

Dispute & Resolution Process

Team captains may submit and apply for an exception to these rules in advance of final pre-race technical scrutineering on the night before. These submissions must be submitted to the RD for interpretation with decisions being clarified at the beginning of the drivers meeting, if required.

Any disputes raised to the RD after the race has started may be heard by at the end of a heat. In the event that



decision needs to be made, a dispute may be put into a “pending” status until such time that the EC (with independent members to the dispute teams in question) are able to discuss and vote on a decision with simple majority ruling.

In the event that the RD's team applies for an exception, an independent (to the RD's team) ARD will chair the vote in the same manner as the RD above and follow the same process.

Penalties

Event Sportsmanship:

In addition to car set-up rule infractions identified through technical scrutineering, other penalties may be levied through unanimous approval by the *Committee*.

This event is intended to be fun and we expect all participants to respect each other; especially, in the heat of battle. Consequently, no threats (intended or implied), including verbal abuse of marshals will be tolerated. Any offending teams may have *a minimum 500 laps* (of the track's middle lane distance) deducted and/or be asked to leave the premises at the sole discretion of the RD or ARD (if applicable to the ARD). Any issues should be raised to the RD (or ARD) by Team Captains as they occur. The RD (or ARD) may convene a meeting of the Committee (RD, ERD and ARD) in between heats to adjudicate the matter.

Other penalties may be levied by the Committee with a simple majority amongst the RD, ARD and/or ERD. For any team in question or being accused, if it is one of the RD, ARD or ERD team then that person must excuse themselves from the decision process such that any decision is made independently of the team in question.

Event Rotation

As per the schedule, on the Friday night, Team Captains (or their delegate) will draw lots for lane rotation assignment. Team will rotate through sessions/lanes using the “straight” lane rotation method.

Event heats will be divided into an equal amount of time (stints), with teams rotating through all track lanes evenly. Individual stints will be no longer than 15 minutes in continuous duration. Power is automatically cut at the end of 15 minutes with a 2 second float time for coasting (eliminates loss of final lap if car coasts over sensor after power is cut).

Cars shall not be removed at the conclusion of a stint, as laps & partial laps (the nearest 1/110 of a lap) and lap times will need to be recorded and verified by the LES and/or AES's and validated by each respective team captain. Where a car stops at the end of their stint will be where the next team driver starts their stint. At the end of stint 4 in a session, cars are either rotated to the next lane (at the start/finish line) OR returned to parc ferme - no tire cleaning or any maintenance may occur during a non-racing period.

Once the stint results recorded, the RD will give the go ahead to start either the next stint or the next session.

The track is marked in 1 foot increments which allows a much better distance measuring than 1/10th of a lap as each lap is divided into 110 segments. There are tiny markers and if the nose is over the marker is has completed that segment.



Each team will drive an equal amount of time (or close to) split between each of the track's three lanes as per a team's pre-race declared driver order. There will be no double-stinting permitted.

Team Back-up Cars:

In the rare event of a catastrophic failure, and a where the car is unable to be repaired under green flag conditions, so as not to delay the race, a team may substitute a back up car by requesting the RD or ARD to substitute a back up car after waiting for 5 minutes of racing to have elapsed. Further clarification is outlined in the next section.

All team back up cars will be subject to the pre-race scrutineering and remain in parc ferme status throughout the race and remain in the garage during the race. A car experiencing mechanical failure or issues may be pulled from the track (see next section below for more details) and worked on by team members in their pit / tuning area during a heat; the race will continue unabated though so as not to unduly hold up the race. Cars being worked on must be worked on in the presence of at least one of the following: RD, ARD or ERD who is independent of their team who will clear the car for re-entry to the race.

Car Failure / In-Race Repair / Use of Back-up Car

This is an endurance event, so please prepare your cars accordingly. However, to create and encourage a fun atmosphere, in the event that a car is involved in an incident or suddenly stops working, a team member (not the driver) may pull the car off the track to attempt to fix in a safe manner without impacting the other team's racing if the car cannot complete the lap to the stopping area by the pits where cars are approved to be removed.

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. As mentioned above, 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.

When a car is removed for repair, it can only be worked on in the team's pit area during green flag conditions (when the team is racing) and must re-pass technical scrutineering. Maintenance with liquids (lube or grease) as well as repairs requiring tools or new parts may only be done in the team's designated pit area with one of the RD, ARD or ERD present who is independent. The same penalties and decision process will be applied as original scrutineering.

A back-up car may only be used if the original car has removed from the track AND after 5 minutes of elapsed racing time has occurred. That is, the heat continues un-interrupted while the original car was being worked on. Only then can a back-up car be placed on track in the designated pit stop area behind the sensors. Please note, as soon as a back-up is used, the original car is officially retired from the rest of the race and may not be used again. This five minutes serves as a penalty for swapping cars and helps prevent against teams swapping to a back-up part way through an event to take advantage of fresh tires, motors etc.

When removing the primary car from the track, the driver and/or Team Captain **must** notify the person running



the timing & scoring computer when the car was removed. A back-up car will be placed onto the track in the designated stopping area. This can be done before the 5 mins. period has elapsed. However, the car must remain stationary until the timing & scoring person signals to the team's driver that they may rejoin the race.

If the time of removal was not originally declared to the timing & scoring person, then the start of the 5 min. time period begins when the team in question attempts to put the car back on the track and must leave it stationary in the designated stopping area on track and wait for the timing & scoring person to signal their 5 min. period is over. Therefore, it is advisable that whenever car is removed from track, the time removed is declared and noted by the timing and scoring person in the event that a failure is noted in the pit area – this will avoid any unnecessary delays in getting the back-up car on track to rejoin the racing.

And for further clarification, a team may not switch between cars during race stoppages if cars are still operational. It is expected that once a car is chosen as the primary racer, it is raced until it fails to prevent teams from unduly switching back and forth to reap the benefits of fresher tires and/or motors while minimizing pit time.

Any part on the car can be replaced as often as needed with the exception of the body, which may not be replaced, only repaired. Minor use of tape (internally only) or glue is acceptable as long as it does not represent a risk to other cars or the track. Body repairs are required to be done if body is at risk of damaging the track or impeding other cars on track.

Spare or repair parts may not be pre-assembled as full chassis modules. However, the following is permitted:

- Pinion on motor
- Lead wires soldered onto motor
- Lead wires threaded into ferrule or eyelet
- Glued and trued tires on wheels
- Motor glued or secured (screwed) into a spare pod
- Pod may have bushings installed
- Braid in guide
- Rear axle with approved crown gear

The following specifically not permitted:

- Chassis plate with any part (guides, axles, spacer, wheels, motor pods) installed; chassis plate must be bare.
- Motor pod with any part (motor, rear axle, spacers) attached to the chassis; motor pod may contain its screws
- Wheels cannot be attached and secured onto the axle with the crown gear

Note, the RD or ARD (or Committee delegate) can ask for ground clearance checks after a car has been worked on extensively especially after replacing tires.



Stint Starts

Jump starts will incur automatic 2 lap penalty.

Rider Laps

In the event that a car jumps onto another lap and thereby misses recording a lap, the team missing a counted lap must immediately have their Team captain notify the RD and/or ARD for verbal approval, upon which time the Team Captain must ensure the LS and/or AES has noted this to ensure ether results will be completely and accurately at the end of their stint.

As mentioned above, it is imperative for the EC and/or track owner to have set a reasonable minimum lap time to avoid double counting laps when a rider is present in a lane and crosses the finish line.

Event Lane Rotations

As mentioned above, teams will rotate through each lane driving an equal amount of time. Likewise, each team will declare a driver order before the race which will be input into master rotation index. By way of an example, such an index for lane and driver rotation for 4 teams of 4 drivers on a 3 lane track is outlined below for **illustrative** purposes only.

The night before the race, Team Captains (or their delegate) will draw lots for rotation spots to determine the order that teams will run in and what lanes they start in. Refer to the example below for **illustrative** purposes only.

Session	Stint #	Team	Blue Lane Driver	Team	White Lane Driver	Team	Red Lane Driver
1	1	(Spot #1) KSCC1	Rob	(Spot #2) GETCARS	Tom	(Spot #3) GVSCC	Paul
	2		Ken		Ron		Luf
	3		Don		Curt		Chris
	4		Lez		Dariusz		Alwyn
2	5	(Spot #4) RMR	Brad	KSCC1	Rob	GETCARS	Tom
	6		Paul		Ken		Ron
	7		Bob		Don		Curt
	8		Ken		Lez		Dariusz
3	9	(Spot #5) KSCC2	Curly	RMR	Brad	KSCC1	Rob
	10		Joe		Paul		Ken
	11		Farley		Bob		Don
	12		Zeke		Ken		Lez
4	13	GVSCC	Paul	KSCC2	Curly	RMR	Brad
	14		Luf		Joe		Paul
	15		Chris		Farley		Bob
	16		Alwyn		Zeke		Ken
5	13	GETCARS	Tom	GVSCC	Paul	KSCC2	Curly
	14		Ron		Luf		Joe
	15		Curt		Chris		Farley
	16		Dariusz		Alwyn		Zeke



Event Marshaling

Each stint will contain enough marshals before the RD and/or ARD give the go ahead to commence a stint.

DCMR is a big circuit and ideally requires four 4 marshals. The EC will determine the suitable amount of marshals, including desired marshalling positions to the RD and ARD prior to the first heat.

Each stint will be marshalled by team drivers NOT on those team's driving in the stint to avoid any undue influence on the results. Each of the two teams NOT driving in a particular heat will provide 3 bodies, 2 for marshals plus another as race support (lap checker etc.).

If not enough marshals are present, the RD and/or ARD may appoint, at their discretion, additional marshals from team's whose drivers are not currently racing.

De-Slots

A track call system used for the race. We have a timed delay system (5 seconds) which penalizes a crash equally for all lanes and the race continues whilst the car is recovered. This helps to avoid panic and people crashing into the track trying to marshal as quick as possible.

Marshalling will be "best efforts"; however, cars shall be placed on back to their respective lanes, as indicated by their lane stickers/markers, in a quick and efficient manner so as not to damage the car and/or other competing cars. Marshals must treat cars with the utmost respect. Marshals observed not doing so will have their team penalized per infraction (a minimum of 100 laps of the middle lane distance, up to and including their team's expulsion from the event) with a simple majority vote of the *Committee*.

Any concerns resulting from the quality of marshalling shall be raised by the team captain to the RD and/or ARD. There will be zero tolerance for any "suspect" marshalling – this means no warnings before penalties are issued through a simple majority agreement of the Committee. Multiple offences will not be tolerated and could result in immediate team expulsion from the event.

All imposed penalties must be immediately communicated by the *Committee* to the LES and/or AES to be recorded.

Event Timing & Scoring

Event timing and scoring will be done by Race Coordinator, with stint results recorded onto a master results spreadsheet by the LES and/or AES for the purposes of calculating distance travelled.

All tabulated results will be checked and verified by the LES & AES' and respective Team Captains prior to their finalization. It is the responsibility of each Team Captain to ensure their respective results are recorded properly.

In the rare event of power outage, controller or computer malfunction occurs during a stint, the stint may be paused, re-started, and/or re-run run as determined by a simple majority vote of the *Committee*.



Event Placing

The winner will be determined by the greatest distance driven, after applying penalties and lap adjustments (false laps, uncounted laps etc.).

Event Track Details

Drummond Court Model Raceway (DCMR) is a three-lane, copper taped routed track. The track surface is painted in flat matte latex paint. Lanes are as follows:

- Lane 1 BLUE (blue controller)
- Lane 2 WHITE (white controller)
- Lane 3 RED (red controller)

More information and pictures can be found here: <https://kelownaslotcar.com/dcmr-track/>

DCMR is 110 ft. long and consists of 4 mobile parts that attach to the main track which is a 62ft track with removable bridge section. White lane is generally the easiest - blue and red have some challenges in that their inside radii corners come into play during the completion of a lap - the inside lane gains track position at first (blue) but loses advantage after the bridge when it is generally on the outside. Generally the circuit when well rubbered in does not offer any lane a particular advantage. Elevation changes of about 12 inches provides an interesting variation plus there are some very long radius bends which are achievable due to the independent parts.

There is a tricky chicane section at the end of quite a long straight which is unusual in one respect in that the geometry is exactly the same for each lane. There is a tight jiggle in this and catches you off guard very easily. The track is “naturally” routed so that the straights are not actually “straight” - the slots move over gently to the outside thus taking a natural line into the corners but at all times maintain the same distance apart. There are also subtle switches in direction just before the bridge - making the final corner tighter than it appears. Generally DCMR is a high speed circuit with three long straights and many flowing fast corners.

A good lap is in mid 9 second range.

A video of the track can be found here: <https://www.youtube.com/watch?v=AzFR-BZuuCA&t=4s>



Car Eligibility & Tuning Rules – Appendix B

General

All race parts and components described herein must be Slot.it unless otherwise specified.

The basic premise of these tuning rules is to reinforce and define an approved car as basically as it was originally designed/delivered stock by Slot.it with very few modifications permitted. The intent of these rules is to promote closely-matched cars to allow for closer racing and a more enjoyable event.

The detail below is meant to address frequently asked questions, outline approved modifications and, in general, provide a common reference point for all teams. These rules are not meant to be exhaustive; therefore, if a car, part, tuning method or modification is not listed, it is NOT approved.

No changes to the rules will be made within thirty (30) calendar days of the actual race event.

1. Body

- a) Any Slot.it 1/32 scale Group C white kit (see (g) below) or Slot.it production release Group C car is allowed.
- b) No modifications allowed to the body and/or body posts unless otherwise specified.
- c) Body posts may be shimmed no more than by a 0.55mm thickness.
- d) No exterior modifications to the body allowed - all "glass" that comes with a given stock body must be present. Toe hooks, mirrors, antennas and wheel spats/covers may be left off.
- e) No photo interiors or Lexan cockpits. Cockpits/driver trays must be secured to the body.
- f) No tape is allowed on the exterior of the body or attached to the wing; wing must point in the correct angle - not drooping to the back or side.
- g) Light kits are NOT mandatory but may be used if desired; any light kit may be used.
- h) Custom paint schemes are allowed; however, all cars must have numbers in at least three places with numbers should be at least 9mm tall.
- i) No sanding bodies to lighten them. Bodies will be weighed and subject to minimum weight standards outlined below.
- j) Cutting or shaving of body posts will disqualify the car; cars will be inspected for height to determine if shaving or cutting down of body posts has occurred to lower the car's centre of gravity.
- k) Cars may run if missing minor details such as mirrors, toe-hooks, antennas; however, all major body details such as engine, transmission, suspension, rear spoilers, etc. must be present.



- l) Bodies must be secured using all available body screws per chassis design – i.e., no omitting body screws.
- m) Minimum Weight: will vary by car and stock weights are outlined below. While scrutineers will use a tolerable range against each car's stock weight to determine if a penalty is warranted, the expected minimum weight by car is as follows:
 - i. Porsche 956 LH 67 gr
 - ii. Porsche 956 KH 69 gr
 - iii. Porsche 962C LH 68 gr
 - iv. Porsche 962C KH 67 gr
 - v. Porsche 962 85 67 gr
 - vi. Porsche 962 IMSA 68 gr
 - vii. Toyota 88C 70 gr
 - viii. Mazda 787B 72 gr
 - ix. Jaguar XJR12 74 gr
 - x. Jaguar XJR6 73.5 gr
 - xi. Jaguar XJR9 78 gr
 - xii. Nissan R89C, R90V 66 gr
 - xiii. Nissan R90CK 66 gr
 - xiv. Mercedes C9 70 gr
 - xv. Lancia LC2-84 72 gr
 - xvi. Lancia LC2-85 68 gr

Any car weighing in below those thresholds will be subject to disqualification.

2. Chassis

- a) The stock, plastic 1/32 chassis marked and stamped as specific (on the chassis bottom) for your Slot.it body production 1/32 slot car is the only approved chassis allowed. To clarify by way of example, a Toyota 88C body may only be mated with its corresponding, designed Toyota 88C chassis. In other words, a chassis originally designed for another car cannot modified for use and used for a different car than it was originally designed for.
- b) You may use the most updated chassis designed for your car (e.g., Slot.it EVO 6). For further information, please visit: http://www.slot.it/INGLESE/slotit_GB.php and click on “Models Accessories” for stock designed chassis for each Group C car.
- c) Slot.it HRS and HRS2 chassis are NOT permitted.
- d) 3D printed chassis are NOT allowed.
- e) No modifications to chassis are permitted unless otherwise specified.
- f) You are allowed to remove flashing and sand the edge chassis to allow for body float (maximum gap of



1mm between chassis and body when screwed together).

- g) Chassis may not be reinforced or impregnated with metal.
- h) Slot.it brand CH66 is the only approved guide flag; minor modification is allowed, you may also shim inside the hole to remove guide slop. Guide posts may not be modified or strengthened or altered in height.
- i) Guides can be shimmed up or down with your free choice of shim; guides cannot be lengthened by epoxying additional length or depth to it.
- j) The exterior side of the chassis facing the track may not be sanded down in any way.
- k) Only a solid front axle (PA01-50) may be used (i.e., an independent front axle is NOT permitted). Only stock front axles may be used.
- l) Front axle screws maybe used and installed to adjust axle ride height; original plastic resting tabs and plastic rings may be removed.
- m) Use of Slot Car Corner axle blocks or tubing and / or styrene bracing to set the front axle is legal where older chassis versions are used (i.e., older chassis without front axle holders with set screws).
- n) Front axles holder openings may be lightly sanded or filed to allow the front axle to spin freely or to insert tubing to set ride height.
- o) Pick up braid, ferrules/eyelets and motor wire is free choice; lead wires may be secured with grub screws.
- p) Motor wire may be glued to guide or secured to the chassis to avoid fouling the body / driver tray.
- q) Suspension is NOT allowed.
- r) Cars may only be run in their stock, in-line configuration (i.e., no sidewinder or anglewinder); this is not negotiable.
- s) Cars may only be run in their 2WD stock configuration (i.e., 4WD is not permitted).
- t) Wheels/tire must not protrude past the body when viewed from above; similarly, axles may not contain slop to shift the tires inside in an alternative manner to avoid non-compliance.
- u) The chassis must start off with 1.5mm clearance and will be measured using DCMR block system (see pictures below). This is a very accurate system of measuring clearance - the car sits on blocks and height register is slid underneath and if it touches the car you will see movement. If the EC, a Team Captain, ERD, RD or ARD feels there is a car may be in violation, a car can pulled and measured at the end of a stint with a simple majority vote by independent members of the Event Committee. Any work to bring a car back into compliance must be done only during green flag racing.



- v) Cars maintain a minimum ground of 1mm at the conclusion of the race, so plan accordingly as penalties will be applied after post-race scrutineering. For any checks conducted during race, any cars noted with less than 1mm clearance may have their stint results voided. Cars will then be removed and must be brought back into compliance in order to keep racing. Any work to do so, will only be done under green flag conditions when their team is racing. Please refer to the rules around retiring primary cars for back-ups and plan accordingly.
- w) Body screws may be loosened, but must be tight enough to secure body to the chassis for marshals to easily handle.
- x) Tape allowed (required) on the bottom of chassis to cover screw holes (i.e., to prevent pod and/or body screws from falling out and damaging the track).
- y) Tape allowed across pod to control float; however, minimum clearance must be adhered to.
- z) Tape may not be impregnated with metal or used to seal in lead or weight external to the chassis bottom.
- aa) Bearings may be glued in place.
- bb) Chassis magnets must be removed.
- cc) Slight sanding or dremeling of the driver/ interior tray or motor cradle is permitted to avoid fouling the tray or motor wires with chassis, body, ballast and motor wires; as mentioned, the original driver tray must be used. Excessive sanding/dremeling will be penalized.
- dd) Chassis screw hole openings may be lightly filed / opened up for body float.
- ee) Original Slot.it body screw type must be used; i.e., no replacing with long smooth shank aftermarket screws (such as even the Slot.it brand); free choice washers may be used with body screws



2) Motor Mount / Pod

- a) The only motor allowed will be the Slot Car Corner Piranha 21.5K; motor shafts may be trimmed.
- b) Motors cannot be opened for modification.
- c) Motor pod is limited to the stock pod (i.e., CH70) but must be plastic and fit the chassis with no modifications or bracing (refer to Chassis section above). Exceptions to this are CH13 which can be used for any Mazda 787B, Porsche 962C KH Tic Tac liveried car, any Lancia LC2-84, any Jaguar XJR6 or XJR9, Porsche 962C LH (releases 03a through 03f, inclusive) and Porsche 956 LH (releases 02a through 02f, CW1, CW2, and CW7). Although CH70 may be used in any of the cars outlined as exceptions.
- d) 3D printed motor pods are NOT allowed.
- e) Motor pod may not be reinforced or impregnated with metal.
- f) Flashing may be removed and light sanding to allow for pod float with no more than a 0.8mm gap once secured.
- g) Motor may be glued or taped to chassis or motor pod, motor screws (free choice) are allowed.
- h) Motors must sit in cradle/pod and be flush with chassis.

3) Weight / Ballast

- a) Ballast/weight may be added only but no weight may be added external to the chassis.
- b) Free choice of ballast / weight.
- c) All ballast must be securely fastened (tape or glue) to the inside of the car – it may be secured to the chassis, motor pod and/or body. No weight is allowed on the bottom of the car or outside of the body.

4) Gearing

- a) Only the stock gearing 9:28 as delivered as part of the standard, stock car parts are permitted. That is, the 9 tooth brass pinion (PI09) and yellow 28 tooth plastic crown gear (GI28) are the only approved gears.
- b) Lightweight pinion and/or crown gears may not be substituted; likewise, offset gears may not be use.
- c) Pinions and gears may not be changed to achieve the same gear ratio.
- d) Plastic friendly gear grease and lube.



5) Wheels / Axles / Bushings

- a) Only the stock rear hubs (PA43al) are permitted, with the following exceptions where PA17al came as stock for all Mazda 787B, the Porsche 962C KH Tic Tac livery, any Porsche 956 KH, Lancia LC2-84 (releases 08a through 08c), any Jaguar XJR6 or XJR9, Porsche 962c LH (releases 03a through 03f, CW4) and Porsche 956 LH (releases 02a through 02f, CW1, CW2 and CW7).
- b) Only Slot.it steel axles (PA01-50) are permitted; carbon axles or hollow axles are NOT allowed.
- c) Wheels must have their original appearance (i.e. no plain wheels inserts must be present). All cars must have their stock issued inserts. For further clarification, please visit: http://www.slot.it/INGLESE/slotit_GB.php and click on Models Accessories, and review the Plastic Inserts column
- d) Stock rear axle bushings (CH56) are only permitted.
- e) Free choice of axle shims / spacers are allowed to remove axle slop - refer to Chassis section (t).
- f) Free choice of any Slot.it axle collar/stoppers. Maximum of two per car.
- g) Wheels may be glued to axles.
- h) Cracked front wheel hubs can be repaired as described this article, or just reinforced to prevent cracking: <http://www.homeracingworld.us/PitRow/TunaClassicLola/flyclassictuning.htm>
- i) Wheel hubs may be sanded or trued to remove any spurs from the molding process.

6) Tires

- a) Rear tires must be urethane compound only – free choice; refer to Chassis section (t).
- b) Silicone tires are not permitted.
- c) Tires may be glued and trued.
- d) Low profile (zero grip) front tires are banned; original, stock front tires must be used.
- e) Stock front tires may be coated with clear nail polish or super glue to reduce grip.
- f) All 4 tires must touch the track.
- g) Wheel spats/covers for the Nissans and Jaguars may be removed.
- h) Tire traction glue or any tire treatments (e.g., WD40, lighter fluid) will be tested for and are illegal will result in immediate disqualification.



In the event a tuning method or part of not listed, it means it is NOT legal. Infractions as noted during scrutineering will be penalized on a basis of 500 laps (of the middle lane distance) per infraction, up to and including team expulsion from the event.

That's it. Cars are expected to essentially race as they were as stock with the general exceptions of urethane rear tires and the Piranha motor.

Approved Cars

There is a wide array of cars and body styles which competed in the Group C during the 1980's. This link contains a list of all approved cars under the Gruppo C heading:

http://slot.it/INGLESE/slotit_GB.php

The approved list can and will be updated as Slot.it releases new Group C cars, if you don't see your car make, it's not allowed. When in doubt please contact your event coordinator for pre-approval.

All Group C cars released and available for sale up to and including **May 31, 2018** are eligible to race in 2018. Accordingly, this document may be updated to reflect any new releases.



AUGUST 2018

C1



TOURIST TROPHY








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