

NEW ZEALAND SLOT CAR
ASSOCIATION INC.



2013 RTR 12 Hour Endurance Race Rules

**Wellington Slot Car Club
4 Lydney Pl, Porirua
Wellington**

Saturday 17th August

12 hours of non stop hard racing with 3 hours of night driving, 6 teams.

Race Length: 12 hours total, the only time that the track will be switch off will be at the time of changing lanes.

Each team will race for a total of 2 hours on each of the six lanes, changing lanes and driver at 30 minute intervals, (driver must race for 30 minutes, driver change at time of lane change), this will give each team four runs on each lane.

At no time during the race can a team have more than one (1) team member on the drivers stand (this is to lessen the chance of other drivers being distracted when racing).

At the time of changing lanes the power will be switched off for 45 seconds, it will be the teams responsibility to change their car to the correct lane with the appropriate coloured sticker in place, teams may work on their cars in this period.

If the track has to be turned off for repairs then the cars must stay on the track where they stopped and no work may be carried out on them, if the car is being worked on in the pits then work must stop.

Any time lost through track repairs will not be made up; the 12 hours will be from the start to power off 12 hours later, lost time will shorten the last heat, the length of all other heats will be governed by the computer timing less the 45 seconds lane change time.

Program:	Friday 16th August	Entrees close.	If 6 entries are received with deposit before this date then entries will close when fully subscribed
	Friday 17th August	Practice;	Noon to 10 pm. Local racers from 6.00pm
	Saturday 17th August	Doors Open;	6.30am
		Scrutineering;	7.00am
		Lane Choice;	7.15am
		Race;	Start time 7.30am finish at 7.30pm.
		Night Racing;	From 2.00pm to 5.00pm.
		Social Function;	After racing, venue to be notified

Food and refreshments: This will be each individual teams own responsibility.

Coffee and Tea will be catered

Teams: Each team must have minimum of 3 to a maximum of 6 drivers. They also may have one other non racing member as pit crew. Entries in the event will be accepted on a first come first serve basis, entries must be in by Friday 16th August 2012.

The following six teams and racers have entered.

Team 1-

Team 2-

Team 3-

Team 4-

Team 5-

Team 6-

There is no restriction on the amount of time a driver must race.

Each team will be allocated a corner to marshal for the full race except for the inside corner of the track which will have a team roster.

Team Pits: All team pits will be located in a separate room away from the track, work maybe carried out on cars in the same room as the track during the hours of lights on but in the three hours of night racing all work must be carried out in the designated pit area. This is to eliminate pit lights being on around the track.

Night Driving: The lights will be turned off at the start of Heat No 14 (approx. 2:00pm) and be turned back on at the end of Heat No 19 (approx. 5:00pm) these times will be governed by the timing of the computer and takes into account of any time lost for track repairs / problems.

Track Calls: There will be no track calls as the computer will not be manned full time, if a car lands on the floor then it is the teams problem to retrieve it the best way it can, for riders it will be the drivers responsibility to yell out *riders* and the other drivers to stop. Its all part of endurance racing.

Scrutineering: Prior to qualifying, cars will be presented for scrutineering with the body off. The cars will be placed on display for any other competitor to view (but not touch!) and raise concerns over legality directly to the chief scrutineer. The competitor has the remainder of scrutineering and qualifying to rectify the problem. If it is not rectified by then, the decision to be allowed to race will be in the hands of the chief scrutineer. Their decision is final. Competitors are encouraged to raise legality concerns of cars as soon as they are noticed to allow maximum time for the racer to rectify the problem. The body will be then be reattached and the car will be impounded in parc ferme.

At the completion of the race cars will be returned to parc ferme and will be re-scrutineered including removal of a front and rear wheel to check for the use of solid axles. Cars must remain in parc ferme until all placings have been confirmed.

The chassis, pod and body will be uniquely identified at the time of scrutineering. These parts will be signed by the Scrutineer with an ink pen and will be checked after the end of the race to ensure it is the same chassis.

Light kits if not fitted at start of race must be presented with the cars at scrutineering.

Lane Choice: Each team is to select one driver and that driver will have one (1) minute on red lane to post their fastest single lap, the car will be placed on the track and taken off at the completion of the one minute by the grid marshal and placed back into parc ferme.

The driver's team with the fastest single lap time will have first lane choice, then the second fastest going down to 4th fastest.

Entry Fee: \$250-00 per team, this will cover the costs of Trophies and track fees to the Wellington Club.

A none refundable Deposit of \$100-00 will be required with entry.

Payment to be made to NZSCA **ASB Account No: 12-3192-0025686-00**

Half of the total entry fee to NZSCA and the remaining half to the hoist club.

If there is more than six team wanting to enter then NZSCA has the right to choose which teams entries are accepted, taking into account the spread of the teams from within the NZSCA membership.

Car Rules:

GENERAL CAR SPECIFICATIONS

1. DIMENSIONS

1.1 Width - Wheels and tires must fit into original arches when looking from above.

1.2 Clearance- 0.5 mm ground clearance from chassis, gears or body at the start of the race. [The scrutineer's decision on width and clearance is final and any car deemed to be at risk of damaging the track during a race will be immediately black flagged

2. GUIDE FLAG

2.1 One Guide - only one R.T.R type guide flag allowed. The guide must be black or made of graphite for lap counting purposes

2.2 Spacers nut etc - guide nut, spacers, clips, lead-wire and lead wire stays are free.

3. WHEELS/TIRES

3.1 Four visible wheels - all cars must have a total of four visible wheels when viewed from the two sides. Wheels must fit within original wheel arches when looking from the two sides.

3.2 Front Wheels-must have tires fitted and be able to rotate. Sticker wheels or wing car style front wheels not permitted.

3.3 Wheel Inserts-original wheels OR matching 3D wheel inserts in both style and color, front and rear, from the time period the full size car raced in. Photographic evidence may be requested!! In cases where period inserts are not available, (e.g. Scalextric muscle cars) the wheels may be made into inserts to fit other wheel brands.

3.4 Tires-hard tires only. No foam tires. O- rings and/or nail varnish on front tires not permitted.

3.5 Tire Goop – the use of any tire goop or glue on the rear tires is prohibited.

3.6 Tire Cleaning-tires may only be cleaned with sticky tape.

4. BODY

4.1 Interior – all cars must have a 3D interior driver (head and shoulders), steering wheel and seat/s and be sufficiently full so that no chassis or components can be seen through the windows

4.2 Numbers – all cars must have at least two readable numbers, of the same numeral

4.3 Cover chassis - chassis and guide must be completely covered by the body when viewed from above. The chassis and motor must be completely covered by the body when viewed from front, rear, left and right sides of car.

4.4 Clear Parts- lights and windscreens must be fitted. Windscreens must remain clear if the model car is supplied with a clear screen or screens.

4.5 Internal- material may only be removed to facilitate wheel/tire and chassis installation, not to lighten the body.

4.6 Rear Wing-must be fitted for qualifying and the start of the race.

4.7 Resin Bodies and Resin Bodied Cars-not permitted

4.8 Paint-must completely cover body so no unpainted areas remain (no clear coat on white plastic). "Tear proof" substitute wings may be left unpainted.

4.9 Exterior- cannot be modified in any way except for paint and removal of wing mirrors, antennas and windscreen wipers. No external modification to wheel arches, wings, roof line allowed whatsoever. Please read in conjunction with rule 19.

5. CHASSIS

5.1 Chassis-must appear stock when viewed from the outside with the car upside down. Slot.it chassis must have "filler pieces" fitted if not using the anglewinder pod.

5.2 Chassis Hacking- or drilling are not permitted. Any holes may be repaired by filling and painting.

5.3 Traction Magnets-not permitted and must be removed.

5.4 Body/Pod Screws-free. Only screws may be used, pins, clips or other means of body fixing are not allowed.

5.5 Ballast-where allowed, must be carried internally. (i.e. Cannot be visible from outside or underside of car.)

5.6 Matching-body to chassis as supplied with car or direct replacement.

5.7 TSRF and Plaffit-style chassis are not permitted. (At this stage)

5.8 Motors-may be glued or taped in position.

“Slot-it” Group C

13. CHASSIS

13.1 Stock-chassis and pod when viewed from both inside and outside.

13.2 Blueprinting-straightening of chassis and minimal material removal from edges to ensure free body and/or pod movement is permitted.

13.3 Axle Bearings-stock

13.4 Ballast-not permitted

13.5 Bracing-not permitted

13.6 Guide Flag-stock

14. BODY

14.1 Types – Group C cars as stipulated
“Slot-it” Group C

- Lancia LC2
- Mazda 787B
- Porsche 956

- Porsche 962
- Sauber C9 Mercedes
- Jaguar XJR9
- Jaguar XJR12
- Toyota 88C

14.2 Lightening- of any description, including interiors is not permitted that does not comply with rule 4.5. Removal of any internal parts is not permitted.

14.3 Interior-must be stock. No lightweight interiors allowed

14.4 Tear proof Parts-may be used. Must be from Slot.it kits.

15. WHEELS AND TIRES

15.1 Rear Tires-Any Slot.it F series or N series tyre with a maximum width not exceeding 11.3mm. Each tyre must be visibly marked with both Slot.it and the tyre compound.

15.2 Front tires-any 19x10 Slot. it tires. Must be visibly marked Slot.it. Diameter may vary across section of tire. Minimum diameter of 18.0 mm.

15.3 Wheels-stock Slot-it aluminum wheels on rear with inserts. No magnesium wheels permitted. Front wheels must be stock plastic wheels to match rear wheel inserts.

16. MOTOR

16.1 Type- Slot.it orange end bell 21,500 rpm or blue end bell 19,000 rpm in the stock inline configuration. Motor must remain sealed. No modifications permitted

17. GEARS-stock gears as supplied with car. No ratio changes allowed

18. AXLES- solid axles. No hollow axles allowed

19. LIGHTS-the car must have Slot.it lighting kit SISP06 or both kits SISP10 and SISP11(to form an SISP06) fitted during the hours of night racing. Location and method of mounting of the circuit board is free but must be inside the car. The front lights must be mounted in the area of the headlights on the body, and the rear lights to be mounted on the back panel below the rear wing. Small holes may be drilled in the body to allow fitment of the LED lights.