

## **Slot 1/24 Sportive Regulations for Endurance Races**

These regulations are meant to regulate races on 1/24 scale wooden tracks, specifically, endurance races held at the Icar Indoor facilities.

### **1 - TRACKS**

The different competitions will be held on the 6-lane wooden tracks at ICAR INDOOR, located at:

Calle Alemany 49, Nave 2 – 08700 Igualada.

Coordinates GPS: 41º 35' 06,51" N and 1º 38' 01,39" E

### **2 - SCHEDULE**

The schedule for races during the current year can be found at: <http://www.icar-indoor.com>

### **3 – ACTIVITIES BEFORE THE RACE**

#### **3.1 - PRESENTATION**

The race will be announced on the days prior to the race via de regular Club channels:

- Icar Indoor website: [www.icar-indoor.com](http://www.icar-indoor.com)
- Club's Whatsapp group

The category, endurance type, timetables and regulations to be applied will be announced.

#### **3.2- REGISTRATION**

Registration for this type of races will be made solely and exclusively by sending an email to [Info@icar-indoor.com](mailto:Info@icar-indoor.com) and within the period established for that purpose.

Email messages must contain the following:

- The team's name
- The contact name and phone number of at least 2 team members (one of whom must be designated as team Principal)
- The vehicle to be used (only in the races where it is required)

For the registration to be valid, the email must contain an attachment of the payment to the Club's bank account (ES18 0182 8142 5702 0159 0235), of the totality of the registration's value.

In the races where it is required to inform which vehicle will be used, the team will not be allowed to change the vehicle once 2 hours have passed from the beginning of the free practice sessions of the pole position day.

Icar Indoor will only be in touch with the person designated as team principal.

In endurance or semi-endurance team races, prices will vary according to the type of event and will be specified when the event is officially announced.

**Once the registration has been completed and the corresponding fee paid, it will not be possible to claim any return of the fee.**

#### **3.3- RACE ROLES**

The following race roles will be assigned to ensure that the races are conducted correctly:

- Race director: responsible for directing all race activities and the only person authorized to control the Stop & Go. This function may be delegated to another person appointed by the Race director himself.
- Technical Marshals: person or persons in charge of technical verification.
- Sports Marshal: person or persons responsible for assisting the Race director in activities connected with the race (lane changes, IT race management, reading and notation of incidents, etc.)
- Track Marshal: persons responsible for assisting drivers by placing cars on the track should they leave the track.

One or more of these functions may be assigned to only one person, depending on the length of the race and after consultation with the Race director. Should this be the case, said person may be relieved of other responsibilities if necessary.

Drivers and teams shall at all times behave in a manner befitting the sporting spirit of the competition.

### **3.4- SCHEDULE**

Timetables will be made public at the same time as the announcement of the race.

These timetables are subject to modification according to circumstances and at the discretion of the Race director.

### **3.5- VOLTAGE**

The electric current used will be 12v, except in the cases otherwise indicated.

In any event, the organization has the right to change the voltage due to factors that may affect the conditions of the track.

### **3.6- CONTROLLERS**

Any analogic or digital controller is allowed, providing that it does not affect the supply of electric current to the vehicle.

Connection of the controller to the track will be via three metallic banana connectors.

### **3.7- FREE PRACTICE SESSIONS**

The drivers/teams will be able to use any lane with any car (corresponding to the category) at race voltage during the specified period, and for the amount of time they wish, in order to familiarize themselves with the track and adjust the cars to the layout.

### **3.8- WHEEL AND MOTOR ASSEMBLY**

During the time specified for assembly, all the teams will receive 1 motor tested by the organization in order to ensure that they all have similar features, and 1 set of reconditioned tyres, the dimensions of which will be notified in advance.

- The tyres can only be cleaned with adhesive tape, all other additive or liquid cleaning materials is forbidden.
- Any type of liquid or additive can't be introduced into the motor manifold during assembly. This

means that the teams can only lubricate the different mechanical parts of the car and the motor bearings with lubricant oils before delivering the car to the parc fermé.

After assembling the wheels and the motor, all the teams can conduct a motor test during the time established for that purpose. The time devoted to the test will be 10 minutes in a randomly selected lane. During the test:

- It is forbidden to add any type of oil or additive to the motor.
- Work on the car can only be carried out under the supervision of the organization in the pit area assigned for that purpose. This is to enable the teams to ensure that the motor and transmission are functioning correctly.

In the case where, during the sessions of wheel and motor assembly, pole position or pre-race warm-up, teams are not satisfied with the performance of the motor, they can request only one change of motor to the organization. Should said motor change take place during the wheel and motor assembly or pole position, the team will be allowed to complete the assembly even though the time for this session has expired. Should this change happen during warm-up time and the time expires, the team won't be allowed to continue with the change until the race start. Likewise, any change of motor once pole position has begun does not give the right to repeat it.

### 3.9 - WARM UP

Prior to the start of the race, a time will be set for the warm-up, in which drivers/teams will be able to drive along their starting lane, which they have chosen in accordance with the position obtained in pole position. Wheel cleaning and adjustment of the braids can only be carried out without the help of any tools during this time and before the end of the warm-up. No other adjustments to the vehicle are allowed.

During the practice sessions and the warm-up period, access to the track will be restricted to those drivers/teams taking part in the race.

*In the practice and warm-up sessions, providing that there are more than 6 teams involved, each driver/team may only use one of the available lanes.*

The race marshals are not responsible for any damage that may occur to a car because of crashes or leaving the track, and thus the team will not receive any extra time to repair the vehicle.

### 3.10- VEHICLE INSPECTION

All the registered cars must undergo a pre-race technical inspection to ensure that they comply with the technical regulations established for their category.



***All or any car, may be required by the Race director to undergo a further inspection during or after the race.***

In this case, loss of parts during the race and changes in dimension due to wear and tear will not be penalized, unless indications exist to this effect in the specific regulations regarding the category or event.

The inspections will be open; that is, the car can be worked on during the time stipulated for the inspection if irregularities are detected in the vehicle during the inspection.

***The cars can only be worked on during the time laid down for the technical inspection. If on expiry of the time stipulated for the inspection the driver has failed to complete the repair, the driver will stop work and deliver the car for inspection in its current state.***

Up until the time indicated in the race schedule, drivers will have at their disposal the tools and material necessary to carry out the inspection: plank, weighing tool, vernier calliper and a copy of the rules and regulations including their appendices.

This material can be handled freely, but always at the workbench and in the presence of a Technical Marshal.

In case of doubt, drivers can freely consult the Technical Marshals.

The car will be delivered opened, bodywork and chassis separately, within the time laid down for that purpose.

The team captain must be present during the inspection process if the technical marshalls tell him/her to do so.

The technical inspector will check to see that the car fulfils all the requirements and that the weight and dimensions comply with the technical specifications. The driver will be required to assemble the car to verify the other overall aspects.

The driver will be the only person responsible for reassembling the vehicle; failure to do so on completion of the inspection process will mean that reassembly must be done during race time.

Should any irregularities be detected, the penalties shown in Chapter 5 will be imposed, in the form of laps to be deducted from the total completed by the driver in the race.

All the penalties are accumulative.

### **3.11- PARC FERMÉ**

The car is covered by the Parc Fermé rules on entry for inspection. While under this regime, nobody but the Technical Marshals shall work on the car, except for the team members themselves should they wish to change the motor during pole position or the pre-race warm-up (it is forbidden to work on any other part of the car apart from the motor). These tasks shall always be performed under the supervision of a marshal and in the area designated for that purpose.

### **3.12- POLE POSITION**

The pole position order will be established by the reversed order of registration. That means that the first team to register for the race will be the last team to do the pole position.

All the registered teams/drivers, once their car has successfully completed the technical inspection will undergo a 70 second qualifying session in the lane decided by the Race director.

*Pole position will be disputed following the continuous pole model; that is, in the space of 70 seconds drivers must take up their positions on the driving platform and then complete their timed laps.*

*Once the driver has completed their pole position run, the car will be picked up from the track and the pole position of the next driver will begin immediately (whether the driver is ready or not).*

*It will be the sole responsibility of each driver to be ready to start his or her laps as soon as possible and make the most of all the time available (although the race organizers will keep drivers informed of their turns).*

The best time obtained will be retained.

At the end of the qualifying run, the Marshals will return the vehicle to the Parc Fermé.

While a qualifying run is underway, the driver/team will be allowed to clean the braids, clean and/or oil tyres and lubricate the different frictional elements, always with the means provided by the organization and within the time stipulated for that purpose.

While Pole Position is being decided, all the drivers/teams will perform the functions of Track Marshal.

The time devoted to Pole Position will to all intents and purposes be regarded as race time.

### **3.13- STARTING GRID**

The starting grid will be organized according to the best qualifying times.

This way, the car with the best qualifying time will choose the starting lane for its heat, among those available.

The car with the second best qualifying time will choose the starting lane in its heat, from the others that are available, and so on until all the heats are completed.

Obviously, the car with the worst qualifying time in each heat will not be able to choose its starting lane.

Should a driver/team be absent when their turn comes to choose a starting lane, the organization will assign them a random one.

If for whatever reason a driver/team is unable to compete in the qualifying session, it will be regarded as recording the worst practice time.

Should more than one driver/team find itself in this situation, their lanes will be assigned randomly.

In the races held using both tracks, the starting track of each group will be decided randomly.

## 4 – RACE

### 4.1 - HEATS

Each driver/team shall compete in the race for each heat in accordance with the Pole Position time.

The difference in heats raced between each driver of the same team:

- Races with a duration greater or equal to 6 hours cannot be greater than two.
- Races with a duration lower than 6 hours must be the same number for all the drivers, except as authorized by the Race Director.

A driver may not be substituted during all or any part of the race. Likewise, all the members of a team must be present at the start of the warm-up and at the start of the race. Otherwise, the team in question cannot start the race until all its members are present. Should this not be possible due to a greater or justified force, the race marshal must be informed.

Failure to fulfil these rules will result in the loss of all points.

### 4.2 – TIME PER LANE

To be determined by the Race director.

When this time has expired, electric current will be cut off automatically.

Between this moment and the start of the interval for the next lane, the cars will be regarded as being under the regime of *Parc Fermé*.

### 4.3 – LANE CHANGES

Drivers themselves are responsible for lane changes of their vehicles and for attaching the label of the

new lane. Such changes must be made on the same section of the circuit where the car stopped on reaching the end of the previous lane.

A maximum time of 90 seconds is stipulated for the lane changes. Once the 90 seconds are up, the race will be resumed as long as the marshals are in their positions and without waiting for the drivers to be in their positions, except if the Race director indicates otherwise.

Cleaning and correct placing of the braids is allowed during the lane changes, but without the use of liquids or tools.

During this period, no handling of mechanical parts or the bodywork is allowed, except by the express indication of the race Director.

The order for the lane changes will be as follows: **1 → 3 → 5 → 6 → 4 → 2**

This order guarantees that any given driver will never have the same competitor on the same side throughout the race, so each driver will have the other competing drivers once on the right and once on the left.

In the case of heats with 7 (or more) drivers, the driver in lane 2 will rest once (or more) heats and after the necessary heats will re-join the race in lane 1.

### 4.4 – HANDLING THE VEHICLE

The Parc Fermé regime will be lifted at the start of each race.

The car can be handled in the following manners, always during race time:

- To carry out mechanical repairs (with the team's means)
- To clean the tyres (with the means provided by the organization)
- To clean the braids (with the means provided by the organization)
- To apply oils or additives to the tyres **ONLY LIQUIDS PROVIDED BY THE ORGANIZATION ARE ALLOWED.** (Under no circumstances is it allowed to apply it directly on the track)

For any work on the car, the vehicle must be situated in the part of the circuit identified as Pit Lane, except when the car cannot reach that section under its own means.

Once the repair has been carried out, the car must be returned to the track by the Pit Lane only.

In case of terminal damage, any mechanical part of the car may be replaced by another identical part, except for the bodywork and the central part of the chassis.

#### **4.5 – COMPULSATORY REPAIRS TO THE VEHICLE.**

In exceptional cases, it may be mandatory to stop the car in order to prevent situations that may put other drivers at risk or cause damage to the track.

- Breakage or detachment of bodywork parts larger than 4cms in length or 2cms in width (adhesive tape is allowed for repairs)
- Bodywork coming loose from chassis.
- Contact of any part of the car with the track.
- Replacement of windows and windscreens.
- The spoiler is deemed to be damaged if its length is less than 60 mm and a height from the car of less than 5 mm.
- Replacement of rear spoiler.
- Use of adhesive tape and/or glue is allowed.
- Should occupy its original position on the car.

In these cases, the Race director will notify the driver of the need to carry out repairs, and the driver must do the repair before completing 5 laps.

All repairs will be carried out during race time, and never when for any reason there is a halt or when changing lanes.

Should the cause of damage or detachment of any part of the bodywork be caused by a marshal, repairs are allowed under the supervision of a technical marshal during the time of the next lane change, providing that the Race director is notified when said damage or detachment occurs.

#### **4.6.- MARSHALS**

**It is mandatory** for all the registered teams to nominate a Track Marshal. This marshal will occupy a position on the track corresponding to the lane where his/her team is competing.

The function of the Track Marshal is to replace the cars into the slots should they leave the track.

For this reason, the cars will be identified with a clearly visible label containing the number of the lane.

Should two or more cars leave the track, the protocol to be applied is as follows:

- The race will be stopped immediately to avoid greater damage to the vehicles. The track marshal must shout “TRACK!” or “PISTA!” so the Race director can bring the race to a temporary halt, which will last until all the vehicles are back on their correct lanes.
- In the case of a lane change, the shouted warning is “DOBLE! – DOBLE!” or “COCHE CAMBIADO! – CAR CHANGED!”, and the protocol described above will come into effect.

If a driver or marshal calls for a halt without good reason, the penalty described in Table 5.2 will be applied.

Track Marshals are not allowed to drink, eat or use a mobile phone while on duty.



**No smoking is allowed on the premises.**

#### 4.7 – RACE RESULTS

The final results for the race will be based on the number of laps completed in each lane.

The “coma” will be noted in the last round; that is, the last section of the circuit where the nose of the car is located when coming to a stop.

Penalization points for any technical irregularities detected in the vehicle during inspection and/or for unsporting behaviour by drivers/teams shall be deducted from this total number of laps.

The winner of the race will be that driver/team with the largest number of laps.

#### 4.8 – LOST LAPS

Lost laps will only be considered in the following situations:

- Car completing a lap in the wrong lane; must be confirmed by more than one marshal and/or driver.
- Electric source failure.
- Lap-counter failure.

#### 4.9- TIE

In the event of a tie, the fastest laps will be considered and the result decided in favour of the driver/team with the fastest overall time (in seconds, 10th, 100th and 1000th of a second).

#### 4.10- COMPLAINTS

If for any reason a driver/team wishes to request the Organization to inspect any participating vehicle and/or lodge a complaint concerning the race, this must be presented to the Race Director with a deposit of 50,00€ no later than 20 minutes after the end of the last heat.

Should the request or complaint be upheld, the deposit will be returned.

#### 4.11- NIGHT HEATS

Should the race be held at night, a notification will be made by the organization and it is compulsory for a car to fit a lighting kit.

### 5 – PENALTIES FOR VIOLATION OF THE RULES

#### 5.1.- TECHNICAL PENALTIES:

See the annex for the table of technical penalties according to each category.

The penalties shown are for sprint races. These values will be multiplied by a correction factor (F) according to the duration of the race. All penalties are accumulative.

2 hours Endurance (F=2) 6 hours Endurance (F=6)  
3 hours Endurance (F=3) 12hours Endurance (F=12)

#### 5.2 – SPORTING:

Penalties for the failure to observe the rules of sportsmanlike behaviour are shown in the table below. All penalties are accumulative.

<b>Minor Infringements</b>	
Driving a car of the wrong category in free practice sessions, 1st time	Warning
Driving a car of the wrong category in official practice sessions, 1st time	Warning
Using inspection tools outside the inspection area, 1st time	Warning
Using abusive language, shouting at other drivers or members of the Organization, shouting at or	Warning

disrespecting Track Marshals, 1st time	
Modifying a car in Parc Fermé, 1st time	Warning
Delivering the car late for inspection	1 lap x minute of delay x (F)
Failing to take up Track Marshal position, 1st time	Warning
Touching the car during lane change, 1st time	Warning
Inadvertent negligence in Track Marshal duties, 1st time	Warning
Drinking, eating or using a mobile phone when on Marshal duty, 1st time	Warning

<b>Serious Infringements</b>	
Driving a car from a different category during free practice sessions, 2nd time	5 Laps x (F)
Driving a car of the wrong category in official practice sessions, 2nd time	5 Laps x (F)
Failing to be present (without justified cause) at inspection when required	5 Laps x (F)
Using abusive language, shouting at other drivers or members of the Organization, shouting at or disrespecting Track Marshals, 2nd time	5 Laps x (F)
Using inspection tools outside the inspection area, 2nd time	5 Laps x (F)
Modifying the car in Parc Fermé, 2nd time	5 Laps x (F)
Failing to report to Track Marshal position, 2nd time	5 Laps x (F)
Touching the car during lane change, 2nd time	5 Laps x (F)
Cleaning or using additives on wheels with liquids not provided by the Organization	5 Laps x (F)
Applying additives or oils directly on the track	5 Laps x (F)
Substituting a damaged part for another of a different type	5 Laps x (F)
Failing to carry out a compulsory repair in the laps set aside for that purpose	5 Laps x (F)
Failing to take up Track Marshal position, 2nd time	5 Laps x (F)
Abandoning post as Track Marshal without a substitute	5 Laps x (F)
Inadvertent negligence while performing duty as a track Marshal, 2nd time	5 Laps x (F)
Deliberate negligence while on duty as a Track Marshal, 1st time	5 Laps x (F)
Drinking, smoking or using a mobile phone while on duty as a Track Marshal, 2nd time	5 Laps x (F)
Manipulating Stop & Go, 1st time	5 Laps x (F)
Changing the car 2 hours after the start of free practice	5% of the total laps
Race more heats than allowed	2% of the total laps x number of exceeded heats

<b>Very Serious Infringements</b>	
Using abusive language, shouting at other drivers or members of the Organization, shouting at or disrespecting Track Marshals, 3rd time	Disqualification
Substituting a driver for part or all the race	Zero points
Manipulating Stop & Go, 2nd time	Zero points
Using different transmission ratios from those specified	Zero points
Drinking, smoking or using a mobile phone while on duty as a Track Marshal, 3rd time	Zero points
Manipulating your own or another lane's voltage.	Disqualification
Deliberately ramming another car	Disqualification
Deliberate negligence while on duty as a Track Marshal, 2 <sup>nd</sup> time	Zero points
Assaulting a driver, Marshal or another member of the Organization	Disqualification

The penalties shown are for sprint races. These values will be multiplied by a correction factor (F), depending on the duration of the race. All these penalties shall be accumulative.

2 hours Endurance (F=2)    6 hours Endurance (F=6)  
3 hours Endurance (F=3)    12 hours Endurance (F=12)

### 5.3 – NOTIFICATION OF PENALTIES

When pole position is over and before the start of the race, a public announcement will be made announcing penalties and the drivers/teams affected thereby.

In the event of any irregularity being detected in any of the possible inspections during or on completion of the race, notification of the penalties will be made at the end of the race.



**This notification is not open to debate or discussion, since in Article 4.10 the procedure for making requests and complaints is clearly stipulated.**

#### **5.4 – BRIEFING**

Between the end of Pole Position and the start of the race, a Briefing for drivers/teams will be held in which the Race director will run through all the aspects of the event (technical, sporting).

#### **6 - POINTS & PRIZES**

##### **6.1 – RACE POINTS**

Points scored in this type of race are not valid for any championship.

##### **6.2 - PRIZES**

Details of the prizes to be awarded will be given in the race announcement.

Specific prizes may be awarded according to the type of competition and at the discretion of the Organization.

#### **7 – MISCELLANEOUS**

##### **7.1 – RIGHTS OF THE ORGANIZER**

As the organizer, ICAR INDOOR has the authority at all times to:

- Modify or extend the current regulations, any change to which will be announced as quickly as possible through the usual channels.
- Bring forward, delay or cancel the scheduled races without need of justification, prior to notification through the usual channels.
- Reserve the right of admission to injurious drivers or spectators to ensure the proper running of the competition and without being obliged to provide any explanation.
- Reserve the right to publicity for the race, including graphic, written or audio-visual material deriving from the same, as well as all rights to copies thereof.

Any matter not covered by the current rules and regulations remain under the discretion of the Race director.

##### **7.2 – RULES & REGULATIONS**

The official ICAR INDOOR technical and sporting rules and regulations, specific for each category, will be provided when the race is announced.

##### **7.3 - CONTACT**

Any suggestions, remarks or consultations can be made through the email address of ICAR INDOOR: [Info@icar-indoor.com](mailto:Info@icar-indoor.com)