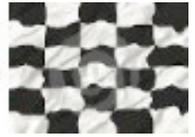




Fairways Racing Complex

Slot Car Racing - World's Most Affordable Motor Sport



FRC 2-HOURS ENDURANCE EVENT REGULATIONS

(Updated May 28, 2014 1:19 PM)

Please pay particular attention to the items **highlighted in yellow**. Changes from the previous version of this document are shown in **purple**.

Class:

The event will be for our Vintage Sports class to represent the historical aspect of endurance racing. See *FRC Vintage Sports Class Regulations* below for car specification requirements.

Number of Drivers:

Each car must have a minimum of two and a maximum of three drivers.

Establishing Driver Teams:

Entrants choose their teammate(s) prior to the event. This can be done right up to race day.

Mandatory Driver Changes:

Each team must do a minimum of five driver changes during the course of the race. Drivers completing a stint will be handed a driver change tag which they must place in the container provided. These tags will be tallied at the end of the race to determine each team's driver changes.

Race Length/Objective:

The race will be of two hour's duration (approximately 1,200 laps of FRC) and will automatically end two hours after the start. The objective is to complete as many laps as possible (cover the longest distance) during that time. The car which completes the most laps will be adjudged the winner. [SSDC race management software](#) will keep track of the cars and the computer display will allow everyone to follow the race.

Technical Inspection:

All cars will be inspected for regulation compliance after their qualifying run and will thereafter be in Parc Ferme till the start of the race. If any work on a car is required after qualifying, the car must be re-inspected then placed in Parc Ferme till the start of the race.

Race Qualifying:

Teams will draw for their qualifying slot (1st, 2nd, 3rd, etc.). Each team can decide whether one or two of its members will qualify their officially entered car and the sequence they will do so within the team's qualifying slot. Qualifying will be done in sequence individually over three flying laps. Each driver's best lap will be his qualifying time. De-slotted cars will be re-slotted to complete the three laps. Fastest time for each team determines the team's starting grid position, regardless of which team member does the first stint.

Penalties:

Stop and Go Penalties: Three laps will be **subtracted from** a car for **each** stop and go penalty it fails to serve by the end of the race. (This is different from our sprint races where such car is demoted to last place.)

Missed Driver Change Penalties: Three laps will be **subtracted from** a car for each missed driver change.

Repairs:

Cars can be repaired if necessary during the course of the race. Neither body nor chassis may be replaced. Chassis is defined as *"The part of the car to which the body and mechanical/electrical components are mounted, which may comprise a single unit or multiple modules including the main chassis, motor pod and drop arm"*.

The race will be run according to the FRC Endurance Competition Regulations.

FRC Endurance Competition Regulations**General:**

All regular FRC rules apply except where contradicted by any of the following special rules.

Classes:

Determined prior to each event (separate races for each class).

Drivers:

Each car must have a minimum of two drivers. **All drivers must drive the car in each race it runs. Cars must be brought to a complete stop in the pits for driver changes. Cars may not be removed from the track during driver change pit stops.**

Race Length:

Length of each race will be determined for each class at each event but will be based on time rather than laps and will be run using the Power Base Endurance Mode. At FRC one minute is roughly equivalent to 10 laps (based on a 6 sec average lap time).

Technical Inspection:

All cars starting each race will be inspected for conformity with the regulations when in Parc Ferme just prior to starting each race and again immediately after each race.

Car Substitutions:

Cars may not be substituted once a race begins. "Car" is defined as body/chassis combination. Other components may be changed during the races. Cars may only be substituted for different races.

Points:

Points are awarded to cars, not drivers. Point system is same as for sprint events (9, 6, 4, 3, 2, 1 plus 1 for pole in first race only). Substituted cars will accumulate their own points and not inherit points from the cars they replace.

Pit Stops/Repairs:

Cars may make pit stops to be removed from the track for repairs. Re-joining the race must be done via the pit lane. There can be no driver change during a pit stop once the car has been removed from the track.

Marshals/Stewards:

Marshals or drivers may re-slot any de-slotted cars (no "table lap" rule in effect). Stewards may assign stop and go penalties for "drive-through" violations. In the interest of fair play, a driver may impose a penalty on himself if he realizes that he has de-slotted a car ahead in the same lane or on exiting the pits or changing lane. Driver changes cannot be made while serving a penalty.

Since each car will have a minimum of two drivers, there will be at least twelve drivers per race. Depending on the number of entries, we will have races for A and B subgroups.

The following items from the *FRC General Competition Regulations* also apply:

- Excluding any exceptions listed below, placing a car on the track must always be done in the pit lane.
- With the exception of the conclusion of a race, stopping a car to remove it from the track must always be done in the pit lane.
- The Power Base is always considered correct and its results cannot be disputed.
- Any form of liquid refreshment is prohibited from the track table and the controller station.
- Driving through a slower car on the track should be avoided at all times when operating a car on the track (this includes informal practice/test sessions as well as races). All overtaking should be done using the lane changers.
- Races will not be stopped to facilitate repairs to competing cars. If a car suffers damage or mechanical/electrical issues during a race and cannot continue, it must be removed from the track, but can rejoin the race from the pits if repaired.
- If a car drives through or bounces a car ahead in the same lane causing it to de-slot, or if a car exiting the pits or changing lane causes another car to de-slot, the offending car must do a stop-and-go penalty in the pits (usually called a "drive-through" penalty). This penalty may be assigned by a Steward or the victim may call a "drive-through", identifying the offending car.
- In the interest of fair play, a driver may impose a "drive-through" penalty on himself if he realizes that he is guilty of item 2 above.
- A separate penalty must be served for each "drive-through" incident. If a driver causes more than one "drive-through" incident, a penalty will apply for each incident.

- A "drive-through" penalty is served by entering the pit lane, coming to a complete stop, then resuming the race via the pit exit. This can be done at any time before the race ends.
 - At the start of a race, any car that de-slots or is de-slotted by another car between its starting position and the end of the first corner may be re-slotted immediately without penalty.
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FRC Vintage Sports Class Regulations

General (all classes):

- Cars must have four wheels with tyres and a body.
- Car body must be a 1/32 scale model of an actual car, past or present. Body may not be modified in a way which significantly lightens it or renders it indistinguishable from original car.
- A driver figure comprising at least a head must be present in the driver position of the car unless the specific class allows the windows to be tinted so as not to reveal the cockpit. Open cockpit cars require a driver and a "shelf"; closed cars require at least a driver head, front and rear glass and a cover over the mechanicals. (With the exception of cars where the windows are tinted.)
- All tyres must be of a silicone, rubber, rubber-like or urethane construction. No o-ring or sponge tires allowed.
- All tyres must be run DRY, with no traction compounds or treatments added. Cleaner residue or softening treatments must have been removed before placing the car on the track. Any car that leaves a residue on the track surface shall be immediately disqualified and removed from the race.
- Non-magnetic weight may be added to cars.
- Weights or magnets added to the underside of the chassis must be securely affixed so as to not be dislodged during a race. They must also be completely covered by plastic tape.
- The body mounting screws may be loosened. If they are, they **MUST BE COVERED** with tape to prevent debris on the track.
- Any braid may be used.
- Where a minimum ground clearance is specified, this minimum only applies to areas under any installed magnets.
- Where a maximum downforce limit is specified, this will be checked using the FRC-based Magnet Marshal. When placed on the Magnet Marshal only the car's guide flag and tyres may make contact with the Magnet Marshal. This is a requirement for accurate downforce readings.
- Magnet Marshal readings up to 107% of the stipulated maximum are considered legal.
- Any modification not specifically listed for each class is prohibited.
- Where the word "Free" is used for any category below, it must still comply with these "General" regulations.
- For classes where any form of motor restriction applies, motor make and model must be identifiable so as to ascertain its legibility for the class. (Eg: Leave original label/markings on motor)

Scratch-Built (home-built) cars:

These are one-off cars built by individuals using 1/32 scale bodies usually from plastic model kits from companies like Revell, Airfix, etc. These may use chassis and other components from slot car manufacturers and can include "generic chassis" like the Slot.It HRS and HRS2 and the MRRC Sebring chassis or chassis from a specific slot car. Chassis may also be completely scratch-built and unique.

The most important aspect of running scratch-built cars is that the bodies and mechanical/electrical components must comply with the regulations for the class they are intended. Mechanical/electrical components include:

Motor
Magnet(s)
Tyres
Gears
SSD Chip

Scratch-built cars may compete in all but the "IROC" classes.

Vintage Sports (VS)

For unmodified slot models of racing sports and prototype cars from the 1960s - see Eligible Cars below.

- **Body:** See Eligible Cars below. Body must comply with General item 2. Windows may not be tinted - interior must be visible.
- **Chassis:** Standard for the particular model.
- **Minimum Ground Clearance:** 1.0 mm / 0.040".
- **Interior:** Full interior as standard for the particular model, however this may be altered if necessary, but only to the extent required to install digital chip. Must comply with General item 3.
- **Digital Chip:** Scalextric brand only.
- **Motor:** Standard for the particular model.
- **Gearing:** Motor and axle gears may be changed.
- **Motor Pod (where applicable):** Standard for the particular model.
- **Magnets:** Standard for the particular model. In the case of MRRC "Sebring" chassis cars, up to two standard magnets in the standard magnet locations may be used.
- **Wheels:** Standard for the particular model.
- **Axles:** Standard for the particular model.
- **Tyres:** Free but must fit standard wheels.
- **Guide Flag:** Standard for the particular model.

Eligible cars:

The following Revell-Monogram cars are eligible:

- Lola T70
- Chaparral 2
- Cobra Daytona
- Corvette Grand Sport
- Ferrari 275P
- Ferrari 250 GTO LMP
- King Cobra
- Porsche 904
- Jaguar E-Type
- McLaren M6A (this is technically a Can-Am car but was built and raced during the appropriate period for this class)

The following MRRC cars are eligible:

- Cobra
- Chaparral 2F
- Ford GT Mk IV
- Porsche 904
- Chaparral 2A
- Cooper-Ford
- Porsche 910
- Cheetah

The following Fly cars are eligible:

- Fly Ferrari 250 LM 1966
- Fly Ferrari 250 GTO
- Fly Porsche Carrera 6
- Fly Porsche 906
- Fly Ford GT40
- Fly Porsche 908/2, 1969
- Fly Lola T70
- Fly Alfa Romeo TZ2

The following Ninco cars are eligible:

- Ninco Cobra
- Ninco Ferrari 250 Testa Rossa

The following Slot.It cars are eligible:

- Ford GT40
- Chaparral 2E

The following Scalextric cars are eligible:

- Scalextric Ford GT40 (not the modern Ford GT)
- Scalextric Ferrari 330 P4
- Scalextric Ferrari 250 GTO
- Scalextric Chaparral 2F
- Scalextric Corvette L88

The following Racer cars are eligible:

- Ford P68

The following NSR cars are eligible:

- Ford Mk IV
- Ford P68

The list will be expanded if and when other eligible models appear.