



Sporting Rules

Version 5 Anglais (datée du 01/12/2023)



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1. Fundamental Rule

Anything that is not mentioned nor authorized in the present document is entirely forbidden.

2. Modalities of participation to the 24h WRS of Saverne

The 24 hour event of Saverne is open to every team composed of 3 to 5 racers.

We can accept 12 teams maximum.

To register, please find the inscription document to download and fill on the page dedicated to the 24 hours event race on the official website of Slot Racing System. (<https://www.slotracingsystem.com/24h-saverne>)

Then, please submit your inscription to (wrs24hdesaverne@gmail.com),

The payment for the inscription will have to be done to the following bank statement:

IBAN : FR76 3008 7330 2900 0206 5090 213

BIC : CMCIFRPP

The order for the teams' inscriptions will be attributed chronologically based on the time of reception of the engagement file and with proof that the commitment fees have been sent to the organizer.

è The time of reception of the mail to register and the proof of payment will be the criteria for admission.

The organizer of the event will validate the inscription to the event through a confirmation sent by mail.

The first 12 teams to return their inscription will have priority on participation, while the following teams will be on a waiting list.

The order of inscription will allow the team to choose the car body which will be attributed to the event among one of the base colors chosen by the organizer of the event.

The car body will be sent to the team for them to decorate it.

The number attributed to the race will have to be placed on the white circles placed on the car body and will have to remain free of decoration.

The decoration of the car body must not alter the color of the car.

Registration for the event will cover for:

- **The car you'll be driving, a Porsche 997 RSR from NSR**
- **A kit for the headlights already installed.**
- **A set of tires**
- **Spare parts kit**
- **The engine and chassis which will be chosen by drawing lots.**
- **The meals for Friday evening, Saturday lunch and dinner, and Sunday dinner.**
- **The spectacle organized on Friday night.**

Each team will have to confirm the racers' names at least 30 days before the event.

If a team whose inscription was validated should withdraw less than 30 days before the event will have to find a replacement team lest they lose their inscription's rights.

Any team who registers must respect the Technical and Sporting rules of the event.

ANY MISBEHAVIOR REGARDING THE RACE OR LACK OF RESPECT IS PROHIBITED!

3. Event Program

The event starts on Friday at 10AM.

FRIDAY

- **10AM** : Welcoming of the teams
- **1PM -3PM** : Drawing lots of the engines and chassis
- **2PM-6PM** : Free driving
- **4PM-6PM** : Verifications of the cars
- **10PM-11PM** : Night free driving

Opening evening – Spectacle and Animations

SATURDAY

- **09AM-10AM** : Free driving
- **10AM-12AM** : Qualifications
- **1PM** : **Cars are put in a closed park.**
- **3:45PM** : Cars are put in grid.
- **4PM** : Beginning of the race.

SUNDAY

- **4PM** : End of the Race
- **4:30PM** : Closing ceremony - Awards

Cars technical validity is permanent as they will be monitored on the technical table from the initial park.

By the end of the last race, the three first cars will be checked.

4. Qualifying rounds

For the qualification rounds, only one team will be on the track.

There will be 12 rounds of 10 laps (one team per round).

The running order of the teams for the qualifying round will be done by drawing lots.

Each team will have the opportunity to choose their piloting spot on the stage for the qualifying round.

The car's chip will be programmed consequently.

The choice of the racers will be decided by the teams during the technical inspection.

The time kept will be the **best lap time** done by the team.

In case of a draw between two teams to the thousandth, the round-counter will automatically classify the teams (the round-counter will be the only decider).

- The result of this qualifying round determines:
 - ✓ The car's position on the starting grid.
 - ✓ The choice for the piloting spot on the stage used by the team during the race, **may differ from the one used during the qualifications.**

5. Beginning and Race

Starting Procedure: Cars will be put in the stands according to the order of the starting grid.

The racer who starts the race is the racer who did the qualifying round.

The racers will drive to the grid one after the other to check on their car's well-functioning and remote in **only one round of the circuit** driven calmly.

The race director will take this time to introduce the racer and their team. The race director will place (or will make someone place) the cars on their spot on the starting grid.

A racer whose car will have been placed on the grid and who, by inadvertence, should make his car move (**false start**) will immediately go back to the stands.

The race director or one of his assistants will be the one giving the race start and it will not be delayed waiting for one of the racers.

The racers on the first line check for the extinction of the red lights on the screen.

Other racers should only check on the car that precedes theirs on the grid and should wait for its start before starting their race. The video could be used for the start of the race as it is often a sensitive moment.

In case of an electrical issue on the track or at a piloting post, the racer should inform the race director.

6. Racing

The relaying of race is not limited in time nor in quantity.

The only constraint is that each member of a team should race for at least 30 minutes during the night.

The relaying of racers should be done as follows:

- The new racer needs to ask permission for the race direction.
- The new racer should wait at the bottom of the platform for the previous racer to go down.
- The exiting racer gives their driving badge to the new racer.
- The new racer goes up the platform without running and then can start the race.

Any infraction to these rules over the relaying of racers should be sanctioned by:

- An oral warning the first time
- A mandatory stop to the stand of 1mn without refueling the second time.
- A mandatory stop to the stand of 3mn without refueling the following times.

7. Suspension of the Race

This moment in the race may be necessary for a track maintenance.

Before stopping the race, the direction will count down from 5 before shutting down the circuit's electricity. Once the suspension is close to ending, the direction will count to five before turning the power back on. Then the race can start again.

This suspension can also be done after a demand from the collector or the supervisors (*i.e.*, §11.2 Going off-track, Picking-up). In that case, there will only be a countdown of five seconds when power will be turned back on. It will not be done before the suspension of power due to the urgent need to suspend the race.

8. Race direction

The organizer of the event designates among his members a race Director.

The Race Direction ensures the respect of the technical rules in a sporting manner.

The collectors are in charge of surveilling their picking-up zone on the track and can tell the race direction what they can see on the tracks.

The race Direction will check and validate what the collectors will tell them.

Two supervisors who will also work for the Race Direction will ensure that the sporting rule is respected. This sporting rule should be respected ENTIRELY by all racers signed for the race. Each reclamation should be done to the Race Director only by a member registered in a team, regardless of the time during the race. Fifteen minutes after the official end of the race, no reclamation can be accepted.

Any legal appeal is excluded.

9. Conformity / Technical inspection

Teams will present their car for the technical inspection on Friday from 4 PM to 6 PM

Any car passing the inspection late will be controlled during the free driving session on Saturday.

The cars will be presented open with no rear tires and with the name of the team written on the chassis.

The inspection will be done **by two inspectors designated by the Race Direction.**

Cars must conform for the technical inspection. If an infraction is noticed, the car will be modified to conform during the technical inspection.

If the modification to follow the conformity check is impossible; penalties will be applied:

- Any missing part of the car body, excluding those permitted, will be sanctioned by adding one gram to each missing part of the body of the car.
- Any added piece with a different reference to the one allowed which translates into an increase in performance (i.e., non-authorized guide, hollow axle) will be sanctioned by 20 laps.
- Modification that cannot be reversed on the whole kit allowed: the team will do the race but will not appear on the ranks.

Moreover, the conformity of any car could be verified during the race:

If an infraction to the rules is noticed but does not impact the car's performance, then the car will be modified to follow the conformity rules during the race with no other sanction for the team.

I.e., Missing parts like spoiler or wheel cover.

If the alteration provides an increased performance the team could be sanctioned by one lap added per minute of race passed and should modify the car to respect the conformity rules.

I.e., Alteration by missing pieces not referred to during the technical inspection (guide, transmission, etc.)

In case of dispute, only the race direction will be allowed to decide.

A checking on the lighting and on the chip, programming will be performed during the technical check.

The instrument used for the control will be the same as the ones used for the technical control for the ENTIRE race. One or few "surprise" controls will be possible during the race with no compensation for the time missed during the race (the laptop will not be paused).

Controllers will be given by the Race direction. During the race, the racer's controller must be directly plugged into the circuit plugs. No additional control box (multi-controller) can be plugged between the controller and the circuit system of command. Only an extension cord or a simple adapter is permitted. The racer should stand in front of his piloting spot and should not disrupt their neighbors' vision (i.e., by moving too much, by pulling their arm up to indicate where their car is, or by leaning in, or by wearing a cap.)

The chips authorized are those given by the race direction. Tulip connectors are allowed if: the female is guiding wires, and the male wire is at the end of the engine to connect the wires the right way to the chip connectors. The red wire on the right pod of the guide.

10. Breakdown/ Mechanical intervention/ non-conformities

If a team thinks that their engine is not powerful enough during the free-driving session, they will be allowed to use the engine provided in the kit of replacement components. The original engine will thus become the replacement engine in case of failure during the race.

Only the engines provided and marked by the organizer are allowed for the qualifying rounds and the race.

10.1. During the Free driving session on Friday:

Each team will have a place to maintain and prepare their car. Plugs will be installed to plug in lamps, soldering irons, etc.

10.2. During the free driving session on Friday night:

Every reparation and **cleansing necessitating products and/or tools** will be necessarily done in the shared stand for all the teams (also called "Technical Table") with the car that will have been immobilized by the racer in the stands. Every replacement part (see after) and tool for each team will be kept there in the box dedicated to each team before the technical inspection.

10.3. During the free driving session on Saturday:

Every reparation and **cleansing necessitating products and/or tools** will be necessarily done in the shared stand for all the teams (also called "Technical Table") with the car that will have been immobilized by the racer in the stands. Every replacement part (see after) and tool for each team will be kept there in the box dedicated to each team before the technical inspection.

10.4. During the qualifying rounds

Every reparation and **cleansing necessitating products and/or tools** will be necessarily done in the shared stand for all the teams (also called "Technical Table") with the car that will have been immobilized by the racer in the stands. Every replacement part (see after) and tool for each team will be kept there in the box dedicated to each team before the technical inspection.

10.5. During the race

The rules for the reparations are the same as the ones during the qualifying rounds but with sanctions in case of infractions.

Any infraction to these rules will be sanctioned by:

- An oral warning the first time
- A mandatory stop to the stand of 1mn without refueling the second time.
- A mandatory stop to the stand of 3mn without refueling the following times.

Will be tolerated, on the edge of the track, by a collector or a member of the team, any intervention whose objective will be to put the car back in a state of driving by easy and quick operations on its elements such as: redressing a wire, re-attaching the guide or the chassis, putting the wheel cover back on a tire.

A collector is allowed to do these things under the condition that they do not disturb or interrupt the normal actions of collecting.

If a car breaks down, its racer should **immediately signal it and give the location of the car**, to prevent any accident. A collector should then remove the broken car from the track as quickly as possible. If the car cannot be repaired on the edge of the track (ripped-off wire, misplaced tire, etc.), the car is withdrawn then, once repaired the car is put back on track by the stands.

The lighting system will be on from Saturday 10 PM to Sunday 6 AM.

At 10 PM on Saturday, the race direction will give the "Go" for the teams to go to the stands to turn on the lighting system.

Every racer racing will have to go to the stands in front of the automatic lighting system.
Information will be provided to the teams during the briefing.

Once every car has turned on its headlights, the lamps in the room will turn off 5 minutes later.

10.4.Replacement parts

Replacement parts will be kept all the time during the qualifying rounds and the race in the box provided by the organizer and will be surveilled by the team at the “technical table”.

The replacement parts allowed are:

- Engine = 1
- Rims = 1 pair
- Tires = 4
- Pinions = 1
- Crown = 1
- Guide = 1 (With braids and electrical connector if necessary)
- Braids = unlimited, any brand.
- 1 DAVIC chip

10.5.Interventions on the DaVic chip

Any breakdown on the chip will be considered as a failure of the system and will not be compensated in a number of laps.

11. Characteristics of the digital system

The race will be under the authority of the race direction. If needed and if possible, it will be monitored by one or two supervisors.

Collectors should surveil their zone and enforce the ruling of this article during the entire race.

11.1 Rules/ Behavior

11.4.1. **It is prohibited** to deliberately pass a car by the stands.

11.4.2. *If two cars follow each other on the same track, any push or percussion on the car before is prohibited.*

(Leading or not the car pushed or hit to go off-track).

It is the role of the collector to be a witness of the incident and to decide whether or not the car hit committed a fault first. It is the role of **the collector or the supervisor** to signal infractions perceived on track. **Only the race direction can choose to apply a penalty or not.**

11.4.3. **There is thus infraction if a hit car goes off-track, and if it didn't fault first.** In that case, **the collector or the supervisor should signal the infraction to the race direction** which will penalize the guilty team by a mandatory stop in the stand.

For these incidents of race, the race direction and/or the supervisor will give the penalty. Any other case of **involuntary** accident is considered a “**race hazard**” (For example: a car door hit in a turn).

It seems evident that this only applies to involuntary incidents. Any anti-sporting behavior can be sanctioned (penalty applied if demanded by the race direction).

11.2 Going off-track - Collecting.

A drawing of the circuit will indicate the collecting zones for each post.

As soon as a team arrives on Friday morning (during the attribution of the chips), the team will have to choose one or more collectors (racers part of the team) which will be starting from the free driving sessions until the end of the race.

Teams will have a first post of collector during the free driving session on Friday. This post will shift one time for the free driving by night on Friday night and on Saturday morning.

During the race, the shift will change every two hours. Only the race direction station and those at the "technical table" can be attributed to the entire race.

For the shifts for the collecting station, a supplementary collector is designated by the race direction, and they will replace the first collector and thus until the replacement of the "temporary" collector.

In case of the absence of a collector at its station

- An oral warning the first time
- A mandatory stop to the stand of 1mn without refueling the second time.
- A mandatory stop to the stand of 3mn without refueling the following times.
- *In any case, the team must immediately provide a collector, the racer driving will leave his station to go collecting.*

Racers are demanded to be polite towards each other and to the collectors. They cannot shout to the collector to signal a car going off track, nor should they be disrespectful.

If a car goes off-track, **and only if the car stays immobilized in a trajectory**, they should signal the location of the car (without shouting) to the other racers and to the collector in charge of the zone. Thus, the racers will know that they should **go slower in the indicated zone**, and thus another accident will be prevented.

If a racer is disrespectful toward a collector, the following sanctions will be decided by the race director:

- An oral warning the first time
- A mandatory stop to the stand of 1mn without refueling the second time.
- A mandatory stop to the stand of 3mn without refueling the following times.
- The guilty racer will be excluded for 15 minutes minimum.

In case of a car going off-track, collectors should put the car back on track **on the track dedicated to collecting** (outer track), **in the exiting zone** (instructions will be given by the race direction during the briefing prior to the race).

The car going off-track will automatically receive a 30-second penalty which will be added before the next refueling.

If a racer arrives on a car stopped in the middle of their track:

- Either the racer knows that he can stop without disrupting other racers (he tells them), whilst waiting for the collector's intervention
- Either he needs to decrease a lot (**still he tells other racers**), and carefully hit the car stopped while gently accelerating to try to push the car off the trajectory. Then, once the track cleared, the racer may go back to his normal rhythm. However, if after this maneuver both cars end up "stuck" together, the racer will have to stop as close to the collecting post as possible.

The same goes if a car goes off-track in a place difficult to access with a lack of visibility, or when a collector has not seen the car going off-track, the racer may alert the collector without any animosity.

In case of need (for instance, if a collector is in difficulty because of numerous cars going off-track simultaneously close to his zone), the race direction can shut the power of the track down until all cars are put back on track. Collectors can also ask for a power outing by saying **“SUSPENSION”** loudly.

When collecting, it is prohibited to drink, eat, or listen to music (even with headphones), to be on the phone, or to sleep. The sanctions mentioned above can be applied if the mission is not done due to the situations cited previously and thus even though there is a physical presence.

Collectors are asked to do their job with as much seriousness, objectivity, and efficacy as possible.

Putting a car back on track should not bother other opponents. If a car is damaged during a collector when going off-track, no complaint will be received except in case of evident and repeated ANTI-SPORTING behavior from a collector at work.

When a few cars go off-track simultaneously and in the same spot, logic wants that:

- In case of simultaneous going off-track of a few cars but with no impact on each other, then the first car to go off should be put back on track as a priority.
- In case of a car victim going off-track because of another car already out, then the “victim” will be put back on track first.

12. Winner

The team that will be awarded the winner of the 24-Hour Saverne event is the team that will have done the most laps with their car **once the time is over**, except for the qualifications which will be decided according to the best time.