

Classic Le Mans Slot Car Challenge

(version 3)

1. General Overview

Nine cars, nine entrants. Cars are divided into groups of three and each car is driven for two minutes in each lane by each entrant. Laps are continuous and each car is judged by total number of laps over 54 minute group race consisting of 27 two minute heats. Cars swap lanes after 9 and 18 heats respectively. Entrants lap scores are calculated by subtracting the new position of the car from the old.

2. Entrant

The term "*Entrant*" is used instead of driver as an *entrant* could be more than one driver. There will be nine "*Entrants*". Assuming nine drivers show up there will be nine *entrants* - each driver is an *entrant* - which makes things real easy.

If less than nine are able to race the remaining "*entrants*" will be made up by teaming up equally the other drivers to make up the missing *entrant*.

Example

Rob, Randy, Josh, Leo, Lezlie, Don and Henning are *entrants* - which fill entrants 1 thro 7. *Entrants* 8 and 9 are missing.

Entrant 8 will be allocated 4 drivers : Rob / Randy / Josh / Leo

Entrant 9 will be allocated 4 drivers : Lezlie / Don / Henning / Rob

There will be times when Entrant 8 will be racing against themselves thus the extra drivers needed for those clashes - thus the need for at least 4 drivers per "*entrant*".

3. Entries

There is a considerable amount of planning and setup for this race series. To help with administration PLEASE ADVISE Rob ASAP of what car you intend to enter or if you will not be able to make it. Simple email confirmation will be great.

The deadline for final details is the 24th January at the DCMR race that Sunday where cars need to be handed over for scrutiny and inspection.

Email entries are open from 3rd January 2016 and would need to have the information as shown on Entry Form. QRS/DCMR will determine groups and will be done for appropriate era in terms of which cars typically raced each other in their time period. First entries received get first choice of entrant number from 1-9 and thus influence their starting and finishing lane choices.

2nd and 3rd Entries

With the prospect of there being less than nine *entrants* 2nd and 3rd car entries are welcome. These would be used to fill in the missing remaining cars (if less than nine) and QRS / DCMR will determine which of the 2nd 3rd entries would fill the gaps based on car variety, period suitability and avoiding duplication of existing car types. If there are 7 cars - five GT40's, two Ferrari's the first choice for 2nd and 3rd entries would not be another GT40. These cars may also be used as back-up cars in case of race cars breaking down.

4. Scrutiny and Inspection

Pre-scrutiny via email photos would assist in speeding up the process of assuring that cars comply with the "intent" of being a scale replica of a car raced in the time period of Le Mans (1967-72).

Most important and probably most contentious is hub compliance and general body colours / decals etc particularly any custom paint schemes. The intent has been made clear and final acceptance of entries will be decided by QRS / DCMR. The earlier you submit your entries the easier it will be for all of us.

5. **Race Format**

Start time 1pm with final pre-scrutiny 12:30pm.

Cars should already be ready and available for practice running by 12noon.

2 minute heats start at 1pm with driver rotation previously set. There will be schedules available so that a fast turn-around time can be achieved between heats. A short practice session for each driver with each car as per normal LCC races to get a feel of each car.

Entrant changes at 2 minutes

Race will be controlled manually and at 10 seconds before end of heat all marshaling will cease. One person will cut the power at the 2 minute mark and another will PAUSE the lap timing. Cars remain where they stop, any crashed car is replaced as close to where it de-slotted. Car positions will be recorded (laps and feet), new entrants take their lanes and the race is started manually again. To reduce time wastage here entrants will be required to know when they are on next and heat sheets will be available to help everyone know when they are next on.

De-Slots

Timer delay will be in operation for both venues, delay to be 5 seconds or as decided by QRS/DCMR

Overtaking and Lapping

Cars being lapped will be required to give way and drop back two car lengths for lead cars lapping slower cars. Race control will watch progress of heat and take particular note of cars coming up to lap / overtake a slower car in front. A faster car lapping a slower should not have his progress impeded and RC will warn slower driver to give way when faster car is about 2 car lengths behind. Slower car must back off within 3 corners or face 2 lap penalty (to be deducted at end of race)

Bumping off

Side swipe bumping off will result in 2 lap penalty for guilty driver first offense, 5 lap penalty for second and subsequent offenses. Penalties accrue for each driver during the event and individual driver/entrant laps are adjusted at the end of the race. Car lap totals are thus not affected by penalties.

Car Failure & Retirement

Minor car problems will be fixed (brushes) as needed but major failures will result in car retirement. A back-up car will be substituted only for driver lap scores and will no longer count for the car entry. The original car entry can be repaired for the following race at DCMR.

6. **Race 1 : QRS (31st January 2016)**

Group order as determined by QRS/DCMR and lane/entrant #'s requested by first come first serve entrants. Early entrant have the first choice of whether to go last or first (more or less track grip etc).

7. **Race 2 : DCMR (28th February 2016)**

Reverse group order from Race 1.

8. **Results and Placings**

Overall distance prize for car completing most amount of laps

Overall individual prize for most laps completed by entrant (after deductions for any penalties incurred).

Concord de Elegance - prize for best looking car before and after