



Slot 1/24 Sportive Rules and Regulations for Endurance Races

These rules and regulations are meant to govern speed 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 Alemania 49, Nave 2 – 08700 Igualada.
Coordinates GPS: 41° 35' 06,51" N and 1° 38' 01,39" E

2 - SCHEDULE

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

3 – ACTIVITIES BEFORE THE RACE

3.1 - PRESENTATION

This will be made known through the usual channels of the Club in the days leading up to the race:

- Icar Indoor website: www.icar-indoor.com
- Icar Indoor Facebook page: www.facebook.com/icarindoor

Information about the category of race to be held, the type of endurance, timetables and rules will be posted on these sites.

3.2- REGISTRATION

Registration for these types of races will be made solely and exclusively by email through the following address Info@icar-indoor.com and within the period established for that purpose.

Email messages must contain the following: The name of the team, the contact name and telephone number of at least 2 team members (one of whom must be designated as team Captain) and the vehicle to be used.

In order for the registration to be valid, the email must be accompanied by an attachment containing a notification that the total amount of the subscription for the race has been deposited in the account of the Club.

Icar Indoor will only maintain communication with the person designated as team captain. 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 registration has been completed and the corresponding fee paid, it will not be possible to claim any return of the fee except in justified cases of force majeure.

3.3- RACE MARSHALS

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

- Chief Race Marshal: responsible for overseeing all race activities and the only person authorized to control the Stop & Go. This function may be delegated to another person appointed by the Chief Marshal.



- Technical Marshals: person or persons in charge of technical verification.
- Sports Marshal: person or persons responsible for assisting the Race Marshal 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 replacing 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 Chief Race Marshal. Should this be the case, the person thus delegated 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- TIMETABLES

Notification of timetables will be made together with the announcement of the race.

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

3.5- VOLTAGE

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

In any event, the organization reserves the right to change these voltages in accordance with factors that may affect the conditions of the track.

3.6- CONTROL DEVICES

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

Power supply to the track will be via three banana connectors.

3.7- FREE PRACTICE SESSIONS

The drivers/teams will be entirely free to use any lane and 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 may only be cleaned with adhesive tape, all other additive or liquid cleaning materials being forbidden.
- No other type of liquid or additive material may be introduced into the motor manifold during assembly. This means that the teams may only lubricate the different mechanical parts of the car and only the motor bearings with lubricant oils before delivering the car to the parc fermé.



After assembling the wheels and the motor, all the teams may conduct a motor test during the time laid down 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 may only be carried out under the supervision of the organization in the pits assigned for that purpose. This is to enable the teams to ensure that the motor, pinion and gears 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 may request a change of motor only with the authorization of the organizing body. Should any 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 it be necessary to change the motor during warm-up time and the time for this has expired, no change will be allowed until the race has begun. Likewise, any change of motor once pole position has begun does not confer 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 may drive along the lane they have chosen in accordance with their pole position [or that which the organization has assigned to them](#). Wheel cleaning and manual adjustment of the braids during this time may be performed without the use of any tool 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 as a result of crashes or leaving the track, and thus the team will not be entitled to any extra time to repair the vehicle.

3.10- VEHICLE INSPECTION

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



All or any car, either during or at the end of the race, may be required by the Chief Race Marshal to undergo a further inspection.

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 category or event.

The inspections will be open; that is, the car can be worked on during the timetable stipulated for the inspection if irregularities are detected in the vehicle during the verification. In this case, the driver will forego the initial position for the delivery of the car as established in the order for pole position, and will occupy the position in which the vehicle is finally delivered.



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: bodywork, rocker and calipers, a copy of the rules and regulations and their appendices in order to check that their vehicles are in compliance.

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

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

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

If so required, the team captain must be present during the inspection process.

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 applicable in the tables 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 save 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

Once the car has undergone and passed the inspection, all the registered drivers/teams will drive a practice lap lasting 1 minute on the lane indicated by the Chief Race Marshal and in reverse order of the car when delivered to the Parc Fermé for inspection.

Pole position will be decided in accordance with a rolling start; that is, in the space of 70 seconds drivers must take up their positions on the grid and then complete their timed laps.

Once this time has expired, the car that has finished will be picked up and the pole position of the next driver will begin immediately (whether or not the driver is ready).



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.

On completion of this lap, the Marshals will return the vehicle to the Parc Fermé.

While Pole Position is being disputed, cleaning of the braids, cleaning and/or oiling of tyres and lubrication of frictional elements will be allowed, **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 practice times.

In this way, the car with the best practice time will choose the starting lane for its heat, among those available.

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

Obviously, the car with the worst practice 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 one at random.

If for whatever reason a driver/team is unable to compete for the Pole Position, it will to all intents and purposes be regarded as recording the worst practice time.

Should more than one driver/team find itself in this situation, lanes will be assigned by the drawing of lots.

In the races held using both tracks, the start of each group will be decided by drawing lots.

4 - RACE

4.1 - HEATS

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

The difference in heats raced between each driver belonging to the same team cannot be greater than two.

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 leave the starting line until all its members are present. Should this not be possible for *force majeure* or any other just cause, the race marshal must be duly informed.

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

4.2 – TIME PER LANE

To be determined by the Chief Race Marshal.

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

Between this moment and the start of the interval before the next lane change, the cars will be regarded as being under the regime of *Parc Fermé*. Thus, they can only be handled manually for the placement of the braids using the fingers and by the Track Marshals belonging to the team in question, who will proceed to change the lane and will attach the identification label for the lane occupied within the one and a half minutes stipulated. This task will be overseen by one of the sports marshals.

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 should be made on the same section of the circuit where the car stops 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, providing that 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 of time, 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 → (D)**

This order assures that any given driver will never have a 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) circuits and after each circuit 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 may be handled in the following manner, always during the time that the race lasts:

- To carry out mechanical repairs (with the means at the team's disposal)
- 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 handling of 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 return to the track by the Pit Lane only.

In case of breakage, 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 obligatory to stop the car in order to prevent situations that may put other drivers at risk or cause damage to the track.

- Breakage or shedding 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 Chief Race Marshal will notify the driver of the need to carry out repairs, and the driver must do the repair before 5 laps are completed.

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 due to a marshal, repairs are allowed under the supervision of a technical marshals during the time of the next lane change, providing that notification is given to the race Director when the said damage or detachment occurs.

4.6.- MARSHALS

All the registered teams are required 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 if they have left the track.

To this end, the cars will be identified with a clearly visible label bearing 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 chief race marshal can bring the race to a temporary halt, which will continue until all the vehicles are back on their correct lanes.
- In the case of a lane change, the shouted warning is “DOBLE! – DOUBLE!” 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 - RANKING

The final ranking 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 that the car has partially or totally exceeded 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 taken into account in the following situations:

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

4.9- TIE

In the event of a tie, the fastest laps will be taken into account 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 for the inspection of any participating vehicle and/or lodge a complaint concerning the race, this must be presented to the Chief Race Marshal with a deposit of 30€ no later than 20 minutes after the end of the last heat.

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

4.11- NIGHT HEATS

Should the race be held at night, it is obligatory to fit a lighting kit to the car, [notification will be given by the organization and it is compulsory for all cars to carry a lights kit.](#)

5 – PENALTIES FOR VIOLATION OF THE RULES

5.1.- TECHNICAL RULES:

[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 shall be accumulative.](#)

[2 hours Endurance \(F=2\)](#)

[6 hours Endurance \(F=6\)](#)

[3 hours Endurance \(F=3\)](#)

[12hours Endurance \(F=12\)](#)

5.2 - SPORTSMANSHIP

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



Minor Infringements	
Driving a car of the wrong category for free practice sessions, 1st time	Warning
Driving a car of the wrong category for official practice sessions, 1st time	Warning
Using inspection tools outside the inspection area, 1st time	Warning
Use abusive language, shouting at other drivers or members of the Organization, Shouting at or disrespecting Track Marshals, 1st time	Warning
Modifying 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
Inadvertant negligence in Track Marshal duties, 1st time	Warning
Drinking, eating or using a mobile phone when on Marshal duty, 1st time	Warning

Serious Infringements	
Driving a car from a different category during free practice sessions, 2nd time	5 Laps x (F)
Driving a car of the wrong category for official practice sessions, 2nd time	5 Laps x (F)
Failing to be present (without just cause) at inspection when required	5 Laps x (F)
Use 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)
Inadvertant 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)

Very Serious Infringements	
Use abusive language, shouting at other drivers or members of the Organization, Shouting at or disrespecting Track Marshals, 2nd time	Disqualification
Substituting a driver for part or all the race	Zero points
Manipulating Stop & Go, 2nd time	Zero points
Using gears or transmissions different from those specified (pinion/crown wheel)	Zero points
Drinking, smoking or using a mobile phone while on duty as a Track Marshal, 3rd time	Zero points
Changing one's own or another lane voltage.	Disqualification
Deliberately ramming another car	Disqualification
Deliberate negligence while on duty as a Track Marshal, 2 nd 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, public announcement will be made of 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 Chief Race Marshal 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 time to:

- Modify or extend the current regulations, any change to which will be announced as quickly as possible through the usual channels.
- Bring forward, defer 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 in order 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 Chief Race Marshal.

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