



## NSR Canadian Nationals & Tourist Trophy III

September 9-10, 2023  
@ Slot Car Racing Edmonton Club (SCRE)  
#3, 2451 - 76 Avenue NW Edmonton Alberta  
(second floor of building)



- ★ Canada's biggest inter-club, endurance race
- ★ Canada's first ever NSR Canadian Nationals
- ★ Teams invited from across Canada, including clubs from Vancouver Island, Vancouver, Kelowna, Calgary, Edmonton and Winnipeg
- ★ Class: NSR GT3 - Aston Martin Vantage, Audi R8LMS, BMW Z4, Corvette C6R, Corvette C7R, McLaren 720S, Mercedes AMG GT3, and Porsche 997 GT3
- ★ SCRE "Dominator" track - 5 lane routed wooden, braided track ~110' lap
- ★ SCRE Contact: Leon Luke
- ★ Event Organizer, Rules Director: Tom Magliocco [tourist.trophy.canada@gmail.com](mailto:tourist.trophy.canada@gmail.com)

### Key Deadlines (on or before):

#### *Tourist Trophy (TT)*

- May 15, 2023 TT race fees due  
June 1, 2023 TT teams declare to declare team captains and their driver roster, rotation, manufacturer make, model, race number and livery  
July 1, 2023 TT high level schedule published

#### *NSR Nationals*

- July 1, 2023 Entrant registration and race fees due; waiting list possible admittance

#### *Race Week*

- September 6-7, 2023 Track available to visitors for practice (per published practice schedule)  
September 8, 2023 Final practice, technical inspection, drivers briefing, race committee & race control pre-race meetings  
September 9, 2023 NSR Canadian National Championship Race  
September 10, 2023 Tourist Trophy Race

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*The following pages are a summary. Details within the following appendices supersede the following summary.*





## Race Format

**Event Results** – total and partial laps determining the final results.

**TT Team Composition & Driver Rotation** – each team will have three drivers; teams will declare their drivers and driver rotation in advance (on or before June 1, 2023) of race day and rotate drivers in this predetermined order for equal driving time. **Late submissions subject to race penalty**

**Event Length** – each TT team will race at least 30 minutes on each lane, then rotate lanes. The NSR Nationals race will be at least 3 mins per lane per driver.

**TT Driver Stints** – each team driver will drive a complete at least a ten (10) minute stint (i.e., heat) on each lane before a team switches drivers per their declared driver order; there will be no double-stints.

**Heat Starts** – At the beginning of every heat, all cars will start the stint from the start/finish line.

**Crashes** – after a crash, the driver will notify the marshal while pressing a button to activate the delayed timer (5 seconds) to cut their individual track lane power (other lane power unaffected) so that each car will be marshaled in the same amount of time.

**Repair** – all repair or maintenance work (including minor maintenance such as oil/lube, braid realignment, tire cleaning, etc.) must occur off track in team's pit area under green flag conditions only. Cars in need of repair must complete their lap before being removed from the track (and only from the designated stopping area). A car with mechanical issues which is unable to safely complete a lap may be removed by a marshal and given to a teammate to be taken to the pit tables for repairs by a marshal, after which it must be returned to the marshal to be replaced at the same point on the track. No maintenance may occur after a car is placed in parc ferme status (i.e., only under green flag racing conditions).

**Back-up cars** – there will be no back-up cars. In the event that a car undergoes significant repair (e.g., new chassis) that car will be subject to technical inspection review and approval by an independent Race Director prior to returning to the track OR at the end of the session prior to rotating to the next lane. Repaired car(s) inspected at the end of a session and said car(s) found to be in non-compliance, *will be subject to penalties*.

**Race Etiquette** – while it is expected that this will be serious racing, it will not be at the expense of keeping this a fun event. Unsportsmanlike behavior (e.g., bad language, complaints about marshals, repeated bumping or nerfing other cars, etc.) will not be tolerated and *will be subject to penalties applied* by the Event Committee without warning – and could result in event expulsion / disqualification.





## NSR Nationals & TT Team Car Class

This is a NSR approved and sponsored event. The 2023 event class will be NSR GT3 - specifically, Aston Martin Vantage, Audi R8LMS, BMW Z4, Corvette C6R, Corvette C7R, McLaren 720S, Mercedes AMG GT3, and Porsche 997 GT3.

All cars must pass pre-race technical inspection on Friday September 8, 2023 as well as respective final, race day technical inspection. After final inspection, all cars will remain in parc ferme and may not be worked on or cleaned again until green flag racing conditions.

## Car Set-Up / Approved Parts

Details outlined within Appendix C. Handout spec tires will be available directly from Paul Gage. All car parts used during the race will be subject to a post-race technical inspection to ensure compliance, with any infractions being penalized.

## Food & Beverage

A light lunch and non-alcoholic beverages will be included for the TT race day so drivers can stay on premises over lunch break to mingle and socialize with other teams. Additional beverages and snacks may also be available for a nominal amount.

## Race Day Timetable

To allow for unforeseen circumstances we need to start on time, marshals must be present & ready to start each stint to help minimize time between heats and keep to schedule. If we stick to the schedule there will be adequate time for lunch and socializing.

## Summary of What's Changed

- **Expanded Invitation:** based on interest
- **Practice Time Tire Use:** Only the handout spec PGT-20125LMDF urethane tires will be permitted for track practice to avoid the track grip issues experienced in 2019.

Drivers may use their own controllers, provided they have obtained prior approval from the Event Coordinator BEFORE using them on the track. No homemade controllers may be used, only commercially available controllers. This is non-negotiable for the safety of the track. Driver station hook-ups are alligator clip or banana plug connections.





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