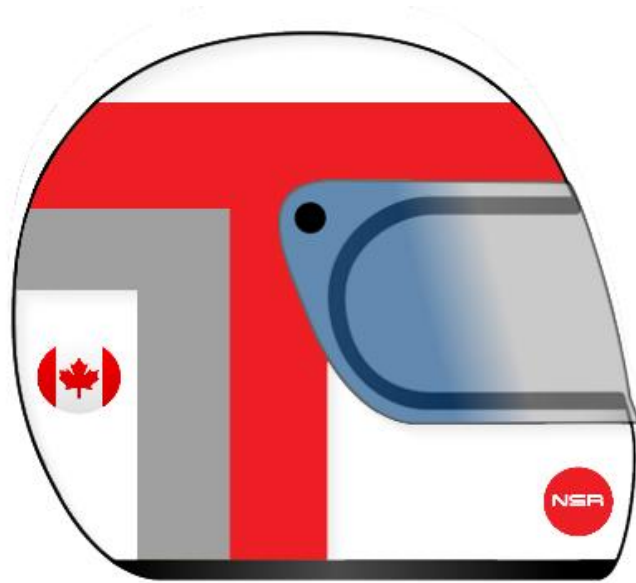


2023 NSR Canadian Nationals & Tourist Trophy Enduro



Presented by



and Sponsored by





NSR Canadian Nationals 2023 – Appendix A

This inaugural event is open to any driver.

Entrant Fee

Entrant registration fees are \$20 with fees go towards covering event costs such race day beverage and snacks as well event giveaways and prizes. Fees are non-refundable.

Number of Entrants

The number of entrants may be restricted depending on interest. Only one entry per person.

Entry Deadline

Interested drivers need to register with fees paid no later than July 1, 2023. Entry is on a first come, first paid basis. In the event that the event is oversubscribed, interested parties will be placed on a waiting list until July 1st and may be admitted for any cancellations.

Event Cars

The race class will be NSR GT3. Open livery choices and race numbers; fantasy liveries are permitted as long as they abide by the rules set forth within Appendix C of this document.

Event Length

The event length will vary depending on the number of entrants. Each driver will race across a total of 5 lanes, individual stint time will be set depending on number of entrants but will be no less than 3 minutes per lane.

The elapsed time of the event will be dependent on adhering to the event schedule through quick and efficient lane changeovers, recording of heat information, marshals rotating and being ready without delay. Drivers not ready for change overs may not hold up the race (i.e., heats may start without that driver).





Practice Times / Technical Inspection / Qualification / Race Day

Wednesday September 6, 2023 to Thursday September 7, 2023

10:00a – 8:00p Scheduled Practice, per posted practices times by lane for visitors

Friday September 8, 2023

10:00a – 5:00p Scheduled Practice, per posted practices times by lane for visitors

12:00p – 4:00p Pre-Technical Inspection available led by the Event Rules Director and Head Race Director

5:15p – 5:45p Drivers Meeting to run through track ground rules, use, marshalling expectations/schedule, car failures and the protocol for removing, repairing and when and where cars may return to the track etc.

5:45 – 6:00p Car Resubmission for cars previously failed through initial tech inspection

6:00 – 8:00p Open track, practice time

Saturday September 9, 2023

8:30a – 9:30a No one on track; NSR Nationals Race Final Tech Inspection – cars placed into parc ferme

10:00a – 11:30a Drivers Qualification (1 min on designated middle lane); cars back into parc ferme

11:30 – 11:45a Drivers Meeting; Race Control race set-up; drivers placed into spreadsheet for race order/lane rotation (slowest to fastest)

11:45 – 12:30p Lunch break

12:30p – 6:00p Nationals Race (at least 3 min. heats / lane)

Other Race Information

Refer to Appendix B for, marshalling, controller use, technical inspection, car failure / in-race repair / use of back-up cars, disputes, heat starts, rider laps, etc.





Tourist Trophy 2023 – Appendix B

This event is intended to create a competitive but fun atmosphere aimed at enhancing the camaraderie amongst Canada's slot clubs.

Event Fee

Event fees will be charged on a per team basis, with each team fee being \$150. Fees go towards covering event costs such as race day food & beverage and event giveaways and prizes.

Event Invitation

While the event is by invitation, we welcome other interested clubs/groups and will accommodate when possible.

All interested teams must register by paying their \$150 team entry fee on or before May 15, 2023. Fees are non-refundable. Entry fees paid in advance allow for the event logistics to be properly funded, planned and paid for prior to the event.

Event Teams

Teams shall be comprised of three drivers. Team drivers will drive in their team's declared order. Teams must declare their driver rotation on or before June 1, 2023. Drivers may not double-stint (i.e., run back-to-back stints within a heat or between heats) and must run in their stated order.

Event Cars

The race class will be NSR GT3. Teams are required to declare their manufacturer make, model, race number and livery on or before June 1, 2023. Teams not doing so will be subject to race penalty. Livery choices and race numbers will be on a first come first serve basis; fantasy liveries are permitted as long as they abide by the rules set forth within this document.

Event Length

The event length will vary depending on the number of teams registered. Overall, the team endurance event will be scheduled to finish prior to dinner the day of the event.

Each team will race across a total of 5 lanes, with the total lane time (before rotating to the next lane), number of stints per lane, and individual stint time will be set depending on number of teams entered to manage the overall length of the event day.





The elapsed time of the event will be dependent on adhering to the event schedule through quick and efficient lane and stint changeovers, recording of heat/stint information, teams' marshals rotating and being ready without delay. Teams not ready for change overs may not hold up the race (i.e., other teams may start the stint without that team).

Key Event Dates & Schedule

Payment due on or before May 15, 2023

Clubs confirm their intention to participate by registering their team with payment of their \$150 entry fee along with declaring their: (1) Team Captain, and (2) their appointed Race Director. Entry fees are payable to the event organizer who will provide payment details.

Team Information due on or before June 1, 2023

Teams declare their intended driver roster, driver rotation and manufacturer make, model, livery and car # to ensure there are no duplicate (livery or #'d) entries and to allow enough time for event organizers to develop event related graphics, posters etc. as part of the event sponsorship and communication campaign.

Providing this information in advance allow event organizers sufficient notice to set up race timing, scoring software and event scoring spreadsheets such that individual race stats can be compiled.

Event Schedule to be published on or before July 1, 2023

An automated and randomized draw will be conducted on the event Facebook page (www.facebook.com/tourist trophycanada/) to determine team slots – i.e., which heat a teams starts, and on what lane color and in what order they rotate through the track lanes.

On or before July 1, 2023 the event organizer, in conjunction with the hosting club, will publish high level event race schedule along with preceding day (September 6 – 10, 2023) practice schedules to allow teams to arrange for travel and accommodation.

Published information will also include race day event lane race rotation, race director allocation/schedule, technical inspection schedule, etc. This information will be published on the event Facebook page (www.facebook.com/tourist trophycanada/) and emailed to Team Captains.



Proposed Event Timelines

Wednesday September 6, 2023 to Thursday September 7, 2023

10:00a – 8:00p Scheduled Practice, per posted practices times by lane for visitors

Friday September 8, 2023

10:00a – 5:00p Scheduled Practice, per posted practices times by lane for visitors

12:00p – 4:00p Pre-Technical Inspection available led by the Event Rules Director and Head Race Director

5:00p – 5:15p Race Directors, designated Race Control and Timing & Scoring, non-Racing Directors meeting to discuss the expectations of their role for the race

5:15p – 5:45p Drivers Meeting to run through track ground rules, use, marshalling expectations/schedule, car failures and the protocol for removing, repairing and when and where cars may return to the track etc.

5:45 – 6:00p Car Resubmission for cars previously failed through initial tech inspection

6:00 – 6:30p If necessary, Committee convened to discuss and vote on any applications for rule exceptions and/or disputes filed by teams in relation to submitted car technical infractions which will not be rectified.

6:00 – 8:00p Open track, practice time

Saturday September 9, 2023

8:30a – 9:30a No one on track; NSR Nationals Race Final Tech Inspection – cars placed into parc ferme

10:00a – 11:30a Drivers Qualification (1 min on a designated middle lane)

11:30 – 11:45a Drivers Meeting; Race Set-up; Drivers placed into spreadsheet for race order/lane rotation (slowest to fastest)

11:45 – 12:30p Lunch break

12:30p – 6:00p Nationals Race (~4 min heats / lane)

Sunday September 10, 2023

7:30a – cars run on track will be put on rolling road by a Race Committee member to run off any excess



oil & grease under supervision prior to running on track

7:30a – 7:50a Pre-race team warm-up session, per pre-assigned lane schedule; track power will be cut at 7:50a

7:30a – 8:00a Teams perform final maintenance and submit cars for final technical inspection; individual controller check by Race Director

8:00a – 8:45a Final technical inspection, cars placed into parc ferme status; Event Race Committee deliberation (if needed); scorekeeping notified of any technical infractions/penalties to be applied

8:45a – Cars in parc ferme will be put on rolling road to run off any excess oil & grease under supervision by Race Committee member and respective Team Captains

8:45a – 8:55a Pre-race car, group and team pictures; Race control resets timing & scoring

9:00a – 12:00p Race Rotations #1, 2 and 3

- 9:00a – 10:00a Session #1 (Stints 1, 2, 3)
- 10:00a – 11:00a Session #2 (Stints 4, 5, 6)
- 11:00a – 12:00a Session #3 (Stints 7, 8, 9)

12:00p – 12:55p Lunch Break

1:00p – 5:00p Race rotations #4 through 8

- 1:00p - 1:55p Session #4 (Stints 10, 11, 12)
- 2:00p – 2:55p Session #5 (Stints 13, 14, 15)
- 3:00p – 3:55p Session #6 (Stints 16, 17, 18)
- 4:00p – 4:55p Session #7 (Stints 19, 20, 21)

4:45p – 5:30p Post race scrutineering, results tabulation, giveaways & door prizes, most gentlemanly driver voting, event tear down, facility clean up

6:00p + Post Race dinner and awards, trophy presentations

Event Roles

The **Event Coordinator** (EC) will be from the host club and will be responsible for providing all teams the necessary information about the track, house rules and expectations for using the track, controller hook-up, and track calls, etc. during the driver's meeting.



The EC is expected to provide the track with working and reliable timing software and will oversee race control during the race and help ensure all marshalling areas are identified and manned per race schedule (to be released on or before June 1, 2023).

The **Head Race Director** (HRD*) will be from the hosting club whose main responsibilities include:

- ensuring the day's events stay on schedule, hearing of any complaints
- ensuring marshal's are alert and acting in a fair manner
- ensuring Race Directors monitor the race atmosphere
- being team captains main point of contact for any questions or concerns
- identifying or being a single point of contact for raising event issues
- chair and convene *Event Committee* meetings, as necessary

*The HRD cannot fulfill more than one event role.

The **Race Director** (RD) main responsibility is to monitor the race when assigned and to help rule or present a recommendation to the HRD ruling where independence is necessary. The host club will assign a minimum of one permanent non-racing RD** who will work in conjunction with a team appointed RD during each session; therefore, each race session will have at least two RD's monitoring the race (i.e., one RD from a team sitting out the session and the non-racing RD) to ensure no team-related bias comes into play.

**A non-racing RD will not be member of the Event Committee given the HRD's role and team representation on the Event Committee through their own individually appointed RD's.

The **Event Rules Director** (ERD) will be a pre-designated individual, who will be part of the Event Committee to hear and arbitrate applications for rule exceptions, complaints as well as lead technical scrutineering with the assistance of the HRD.

The **Event Committee** (the "Committee") will be made of the EC, HRD, RDs, and the ERD.

Race Control Timing & Scoring (RCTS) will be run by a non-racing RD, as per above. They will meet in advance of the event and after the drivers meeting to ensure their responsibilities for RCTS are well understood, which include ensuring heat and stint results, and overall results are completely and accurately tabulated in conjunction with the assistance and oversight with the team appointed RDs and/or Team Captains.

Team Captains will be nominated and declared by their own teams and identified to the ERD on or before June 1, 2023. Team captains will be responsible for:

- Being the single point of contact for the event organizers
- Ensuring their team is ready and practices during their allocated lanes & practice time only
- Declaring their team's driver rotations
- Submitting their team's event cars for scrutineering



- Submitting rule exceptions to the ERD for approval on behalf of their teams
- Coordinating and ensuring marshaling duties are performed by their respective teams
- Broker any conversations regarding rules, infractions, penalties etc. with the HRD, RD or ERD
- Ensuring their team's results are accurately reflected and recorded with RCTS
- Ensuring their drivers are ready to drive during the race when lane and driver change overs occur
- Their team's overall conduct

A Team Captain may not also hold the title of HRD to avoid undue influence on the event results and to generally avoid any perceived conflict of interest.

Event Practice

All visiting teams will have equal opportunity to practice on the event track with scheduled practice time (by lane) as an opportunity to test and tune their cars on the track the week prior to the race. The EC will publish a practice schedule on or before July 1. Published practice time will NOT include home team practice during these timeslots to allow visitors sufficient time to learn the track and perform final adjustments to cars.

Event Equipment

Teams are solely responsible for providing their own controllers[^], event car, backup parts and their tuning consumables and equipment (tire truer, soldering iron etc.). The EC will provide the track, timing hardware and software and suitable controller hook-ups. The track timing software will be configured to prevent false laps through a reasonable minimum lap time.

[^] custom-made controllers will not be permitted, only commercially available controllers may be used. Controller station hook up will be the standard (black, white, red), three prong alligator style and will also accept banana plug hook up. Standard electrical three prong plugs can also be used. An appropriate wiring diagram will be provided by the host club by April 15. All controller use will be cleared by the EC prior to practice and prior to the start of the race.

Track voltage will be set between 10-11V for practice and the race. Use of the track, including where, when and how cars may be removed during the race will be addressed as part of the drivers briefing the day before the race. All lane voltage will be set to be the same with any adjustability disabled for the race.

Tuning/Pit Area

The EC will provide a dedicated space/pit tables, in each of the track areas, including power hook up, for team's work on their cars during the pre-race practice/tuning session. Adequate space and lighting for technical scrutineering will also be made available as well.



After final scrutineering cars will be considered in parc ferme status with teams prohibited from preparing, performing maintenance and/or repairing their cars. Once the race starts, any work on car including tire taping can only be done during green flag racing, by a team member (not the current driver) in the designated space where cars can be stopped and retrieved for any maintenance during a heat. For ALL basic maintenance (including minor items such as braid straightening or tire cleaning), a car must be removed from the track and performed in the team's designated pit area while the race continues unabated. To rejoin the race, the team mechanic will place the car in the designated area.

Repairs will only be performed under "green flag" race conditions. No repair or maintenance work may be performed during driver or lane rotations or during lunch (i.e., when racing is halted). Car maintenance or repair work may be observed at the discretion of a RD or another team's captain, as long as it does not interfere with repairs, maintenance or returning the car to the track.

Technical Scrutineering

All participating race cars will be inspected to ensure rule compliance. For the race, cars will be impounded and remain in parc ferme status after the final inspection process until the start of the race with no maintenance or repair work permitted until green flag racing. Technical scrutineering will be performed by the ERD (or the HRD for ERD's team car).

All cars will be opened up and scrutineered the day before the race to avoid any heartache or potential disappointment and yes, disagreement. If a car is glued shut, and cannot be opened without damaging it, the car will be immediately disqualified – so plan accordingly. This includes post-race technical inspection.

As cars will be scrutineered the day before the race, it is expected that each infraction must be addressed prior to the race. If not, the *Committee* will rule on the extent of the penalty, up to and including event disqualification. The intent of having technical inspection occur the day before is to allow teams sufficient time to address any issues and avoid penalties.

As mentioned above, when a car is pulled for in-race repair; repair may be performed under the supervision of one of the following: ERD, RD or an independent Team Captain.

Where infractions are addressed, teams must re-submit their car(s) for scrutineering to the ERD the day before the race prior to 6:00p. Where the Committee requires consultation for infractions, simple majority of *Committee* votes will determine the outcome. In any case, unanimous consensus is required by the *Committee* to allow a car to race or return to green flag racing when a ruling is required.

As mentioned above, in the event of an infraction, the car can be disqualified from racing by the *Committee*, with a unanimous vote - with the team RD, ERD or HRD in question abstaining from the vote. For egregious infractions such as illegal tires or illegal or tampered motors, a car can be disqualified solely by the ERD.



If an observed infraction is deemed repairable but cannot be addressed (e.g., due to lack of parts etc.), the *Committee* may permit the car to race, but subject to at least a minimum 100 lap penalty assigned to the offending team, per infraction. To clarify, if the infraction(s) cannot be addressed but the car is permitted to race by a simple majority vote of the *Committee*, then a minimum lap penalty (100 laps min.) multiplied by the number of identified infractions for a total penalty lap total that will be applied to the offending team's ending results. For example, a car identified with 2 infractions, permitted to race by the *Committee*, would incur at least a 200 lap penalty (2 x 100 lap).

Dispute & Resolution Process

Team Captains may submit and apply for an exception to the *Committee* to these rules prior to the day before the race, no later than 6:00p. These submissions must be submitted to the ERD for interpretation with a decision by the *Committee* and disclosed before teams leave for the night.

During the race, any disputes raised by a Team Captain to the HRD, RD or ERD may be heard by the *Committee* at the end of a stint at which time the two RD's in charge of that stint, may request the HRD to convene a *Committee* meeting with members who are independent of the matter in dispute, to rule and vote - with simple majority ruling to resolve the dispute.

In the event that the HRD's or ERD's team is in dispute, an independent team's RD will chair the vote in the same manner as noted above and follow the same process.

Event Sportsmanship

In addition to car set-up infractions identified through technical scrutineering, other penalties may be levied through a simple majority vote approval by the *Committee*.

This event is intended to be fun and we expect all participants and observers to respect each other; especially, during racing. Consequently, no threats (intended or implied), including verbal abuse of marshals, RD's, RCTS, other competitors or observers will be tolerated. In the event of bad behavior, those perpetrating the behavior will be asked to leave the premises and event.

Any offending teams may have a *minimum 500 laps* deducted and/or be asked to leave the premises at the sole discretion of the HRD or the EC. Any issues should be raised to the HRD by Team Captains as they occur. The HRD may convene a *Committee* meeting in between stints to adjudicate the matter.



Event Rotation

As per the key dates above, Team Captains declare driver rotation in advance to allow event organizers adequate time to set up race timing, scoring software and event scoring spreadsheets. Teams will rotate through sessions/lanes using a staggered rotation method. Teams will be assigned starting lane positions through the use of a random position generator as livestreamed before the event.

Event heats will be divided into an equal amount of time (stints), with teams rotating through all track lanes evenly. Individual stints will be 10 minutes in continuous duration. Power is automatically cut at the end of each stint with a one second float time for coasting (eliminates loss of final lap if car coasts over sensor after power is cut).

Cars shall not be removed at the conclusion of a stint, as laps & partial laps and lap times will need to be recorded and verified by the RDs and RCTS and validated by each respective team captain. Once cars stint results have been confirmed as recorded by RCTS, cars will be relocated to start finish line to start the next stint. Once the stint results recorded, RCTS and RDs will give the go ahead to start either the next stint or the next session.

The track is marked in subsections to record partial laps. If the nose of the car is past the section marker, the car will be recorded as having achieved the next section. To illustrate, a car with a nose just across the 5th segment will be recorded as having achieved the 6th segment.

Each team driver will drive an equal amount of time across all lanes per a team's pre-race declared driver order. As previously mentioned, no double-stinting by drivers is permitted.

Car Failure / In-Race Repair / Use of Back-up Cars

This is an endurance event, so please prepare your cars accordingly as back-up cars will NOT be permitted. In the event of a failure, the car may be repaired according to technical rules (see Appendix C) and may return to green flag racing if able to. When a car is unable to be repaired under green flag conditions, the team will be forced to retire.

A car experiencing mechanical failure or issues may be pulled from the track at the request of the EC (or HRD or presiding non-racing, host club RD) if it is felt that it may damage the track. Repairs to be carried out as previously described. The car may be worked on by team members in their pit / tuning area only during green flag conditions. A car with mechanical issues which is unable to safely complete a lap may be removed by a marshal, given to a driver's team member and taken to the pit tables for repairs, after which it must be returned by the teammate to the marshal who will return the car back to the place from where it was removed. The race will continue unabated though so as not to unduly hold up the race.



As previously mentioned, the HRD, RD, non-racing RD, ERD or a Team Captain who is independent of the team conducting the repairs, is permitted to supervise significant repairs as long as they are not interfering. Significant repairs may be subject to technical inspection/clearance to rejoin the race as determined by the *Committee*. If required, this would occur at the end of the stint or session, as determined by the RDs in the presence of the ERD (or HRD for the ERD's team car). The same penalties and decision process will be applied as original scrutineering.

Teams are required to pull the car off the track and replace it on the track in a safe manner (i.e., without impacting the other team's racing) in the designated area, as identified during the drivers meeting.

All maintenance work (including minor maintenance such as oil/lube, braid realignment, tire cleaning, etc.) must occur off track in team's pit area. As mentioned above, cars may only be removed from the track only in the designated pitting area.

Any part on the car can be replaced as often as needed with the exception of the body, which may not be replaced, only repaired. The body can be repaired with minor use of tape (internally only) or glue is acceptable as long as it does not represent a risk to other cars or the track. Body repairs are required to be done if body is at risk of damaging the track or impeding other cars on track. Teams will be provided two handout motors, and in the event of motor failure may switch to their back-up motor. In the event that both motors fail, they will be forced to retire their car.

Spare or repair parts may be pre-assembled but a fully operational rolling chassis is not permitted. To better illustrate, the following is permitted:

- Approved pinion onto approved motor
- Lead wires soldered onto approved motor
- Lead wires threaded into ferrule or eyelet
- Eyelets may be inserted into guide
- Braid can be pre-cut and inserted within guide
- Glued and trued tires on wheels
- Motor within spare pod, and secured to pod
- Pod may have bushings installed and glued in
- Rear axle may be threaded through the motor pod bushings
- Rear axle may have approved gear mounted and secured on it
- Drop arms may be secured to the chassis plate
- Axles may have the stopper and spacers already mounted/secured on them
- Wheels may be attached and secured to axles
- Front axle tube/bushings/grub screws may be pre-installed



The following is not permitted:

- Chassis plate attached to guide
- Front axles installed on spare chassis
- Motor pods attached to chassis or front axle and wheels fully installed
- Chassis plate must be bare with exception of pre-installed front set screws/axle tube/bushings

Note, the RD or ARD (or Committee delegate) can ask for ground clearance checks (during green flag conditions) after a car has been worked on extensively, especially after replacing tires, prior to the car being returned to the track.

Heat Starts

Power will be cut before a heat starting.

Rider Laps

In the event that a car jumps onto another lane and thereby misses recording a lap (i.e., rider lap), the team missing a counted lap must immediately have their Team Captain notify the RD for verbal approval, upon which time the Team Captain must ensure the RCTS has noted this to ensure ether results will be completely and accurately at the end of their stint.

As mentioned above, it is imperative for the EC and/or track owner to have set a reasonable minimum lap time to avoid double counting laps when a rider is present in a lane and crosses the finish line.

Event Lane Rotations

As mentioned above, teams will rotate through each lane driving an equal amount of time per lane. Likewise, each team will declare a driver order before the race which will be input into master rotation index. Teams will rotate through the lanes using a staggered rotation.



Event Marshaling

Each stint will contain enough marshals before the RDs and/or RCTS give the go ahead to commence a stint.

The Slot Car Racing Edmonton (SCRE) 5 lane Dominator track is a big circuit and will require several marshals. The EC may employ additional marshals if required, and will identify designated marshalling positions during the drivers meeting. In the event that there is a difficult to marshal area on the track, a track call button may be used to prevent further damage and/or inadvertently deslotting other cars while attempting to reslot. In those cases, the problem area will be designated by the EC during the driver's meeting with the protocol discussed of how to determine when a track call is necessary and notified to the presiding RD, and when the timer/delay button would be used.

The race schedule will be set up in such a way that there is a non-racing RD along with a team designated RD who will not be racing during a stint. Having two RD's preside over each stint will allow for sufficient objectivity as well as overall race management and monitoring.

Marshalling will be "best efforts"; however, cars shall be placed on back to their respective lanes, as indicated by their lane stickers/markers, in a quick and efficient manner so as not to damage the car and/or other competing cars. As mentioned above, when a car deslots, a racer must press his timer delay button which will cut his lane power for a predetermined amount of time (approx. 5 seconds). While lane power is cut, a light designated for that particular lane will light up. Once the light turns off, power is restored and the driver can carry on racing. The purpose of this system is equally penalize a deslot and remove the immediate pressure from a marshal.

Marshals must treat cars with the utmost respect. Marshals observed not doing so will have their team penalized per infraction (a minimum of 100 laps, up to and including their team's expulsion from the event) with a simple majority vote of the *Committee*.

Any concerns resulting from the quality of marshalling shall be raised by a Team Captain (or solo racer for the Nationals) to the HRD and/or RD. There will be zero tolerance for any "suspect" marshalling – this means team penalties may be issued. Penalties will be levied via a simple majority vote by the *Committee* at the end of the stint. Multiple offences will not be tolerated and could result in immediate driver and/or team expulsion from the event. All imposed penalties must be immediately communicated by the *Committee* to the RCTS to be recorded. As noted above, the Race Committee will determine a course of action via a simple majority vote.

Event Timing & Scoring

Event timing and scoring will be done by Race Coordinator, with stint results recorded onto a master scoring spreadsheet by the RCTS for the purposes of calculating team or individual results.



All tabulated results will be checked and verified by the RCTS, RD and/or respective Team Captains prior to their finalization. It is the responsibility of each Team Captain to ensure their respective stint results are recorded properly.

In the rare event of power outage, controller or computer malfunction occurs during a stint, the stint may be paused, re-started, and/or re-run run as determined by a simple majority vote of the *Committee*.

Event Placing

The winner will be determined by the most laps driven, after applying penalties and lap adjustments (false laps, uncounted laps etc.)

Event Track Details

The SCRE Dominator track is braided, 5 lane routed track with a lap length of approximately 110'.





More information about the host club can be found here: [Slot Car Racing Edmonton | Edmonton AB | Facebook](#)



Tourist Trophy & NSR Nationals GT3 Car Eligibility & Tuning Rules – Appendix C

General

All race parts and components described herein must be NSR unless otherwise specified.

The detail below is meant to address frequently asked questions, outline approved modifications and, in general, provide a common reference point for all teams. For any questions, team captains are encouraged to reach out for clarification at: tourist.trophy.canada@gmail.com

1. Body

- a) Any NSR 1/32 scale GT3 white kit (body must be painted) or NSR production release GT3 car is allowed; refer to approved list below.
- b) No modifications allowed to the body and/or body posts unless otherwise specified.
- c) Body posts may be not reinforced (e.g., sleeved).
- d) No exterior modifications to the body allowed - all stock “glass” that comes with a given stock body must be present.
- e) Original stock interiors must be retained. No photo interiors or Lexan cockpits. Cockpits/driver trays may be secured to the body.
- f) No tape used to repair the body is allowed on the exterior of the body (interior only).
- g) Light kits are NOT mandatory but may be used is desired; any light kit may be used.
- h) Custom paint schemes are allowed; however, all cars must have numbers in at least three places.
- i) No sanding bodies to lighten them. Bodies will be weighed and subject to minimum weight standards outlined below. Bodies under these weights will have to be brought into compliance as described in the Technical Inspection section.
- j) Cutting or shaving of body posts will disqualify the car; cars will be inspected for height to determine if shaving or cutting down of body posts has occurred to lower the car's centre of gravity.
- k) Cars may run if missing minor details such as mirrors, wheel knock-offs, antennas; however, all major body details such as engine, transmission, suspension, rear spoilers, etc. must be present to start the



race. Cars with exposed and fragile suspension details that get knocked off during the race can continue running without these details without penalty.

- l) Bodies must be secured using all available body screws per chassis design – i.e., no omitting body screws.
- m) Minimum Weight: will vary by car and based on motor configuration. While scrutineers will use a tolerable range against each car's stock weight to determine if a penalty is warranted, the expected minimum body only weight by car as follows:
 - i. Aston Martin Vantage (19.5gr)
 - ii. Audi R8LMS (19.3gr)
 - iii. BMW Z4 (19.3gr)
 - iv. Corvette C6R (20.5gr)
 - v. Corvette C7R (21.5gr)
 - vi. McLaren 720S (21gr)
 - vii. Mercedes AMG GT (21gr)
 - viii. Porsche 997 GT3 (19.5gr)

Any bodies weighing in below their stock thresholds may be subject to disqualification.

2. Chassis

- a) The stock, plastic 1/32 chassis originally designed for your NSR GT body production 1/32 slot car is the only approved chassis allowed. To clarify by way of example, a NSR Audi R8LMS body may only be mated with its corresponding, designed NSR Audi R8LMS chassis. In other words, a chassis originally designed for another car cannot modified for use and used for a different car than it was originally designed for.
- b) You must use the most updated chassis designed for your car; and more specifically, only the EVO version which has the front axle set screw holders designed for your car is approved. Any NSR hardness chassis may be used For further information, please visit: <https://www.nsrslot.it/assets/models/modelli.html> and click on the appropriate model name for the stock designed chassis for each Classic car.
- c) No other chassis (e.g., 3D) are permitted and no modifications to chassis are permitted.
- d) You are allowed to remove flashing and lightly sand the edge of the chassis to smooth the edges to allow for body float. Removing excess chassis material will disqualify the chassis from being used.



- e) Any NSR guide flag may be used; guide posts may not be modified or strengthened or altered in height.
- f) Guides can be shimmed up or down with your free choice of shim as long as minimum ground clearance is adhered to; guides cannot be lengthened by epoxying additional length or depth to it. Similarly, guides cannot be sanded to reduce their thickness or clipped to reduce their leading or trailing points.
- g) The exterior side of the chassis facing the track may not be sanded down in any way. Doing so this will disqualify the chassis from being used.
- h) Any brand of axle may be used.
- i) Front axle set screws (type 4-40, free choice of manufacturer) maybe used and installed to adjust axle ride height.
- j) Front axles holder openings may be sanded to be tubed, for use of bushing or just to allow the front axle to spin freely.
- k) Pick up braid is free choice; however, eyelets & motor lead wire (part #4823) must remain stock.
- l) Motor lead wire may be glued to guide or secured to the chassis to avoid fouling the body / driver tray.
- m) NSR suspensions may be used if desired
- n) GT cars may only be run in their stock, sidewinder configuration or anglewinder with open gearing configuration as long as NSR gears and pinions are used.
- o) Cars may only be run in their 2WD stock configuration (i.e., 4WD is not permitted).
- p) Any NSR drop arm may be used in any combination of approved NSR chassis.
- q) Wheels/tire must NOT protrude past the body when viewed from above; similarly, axles may not contain slop to shift the tires inside/outside in an alternative manner to avoid non-compliance.
- r) The chassis must start and end the race by clearing and not rubbing on the track. It is recommended that you start the race with excess ride height to account for tire wear to avoid potential penalties. Clearance will be measured by the ERD or HRD using the Scaleauto measuring tool (part #SC-5043). If the EC, a Team Captain, HRD, or RD feels there is a car may be in violation, a car can pulled and measured at the end of a stint. Penalty for non-compliance may include loss up to and including preceding stint results. Any work to bring a car back into compliance must be done only during green



flag racing. So plan your pit stops and tire changes accordingly. As mentioned, penalties will be applied, as a result of post-race scrutineering, if the track clearance has not been maintained.



- s) Body screws may be shimmed (free choice of shim) and they may be loosened, but must be tight enough to secure body to the chassis for marshals to easily handle.
- t) Tape is permitted on the bottom of chassis to cover screw holes (i.e., to prevent pod and/or body screws from falling out and damaging the track) and/or allowed across pod to control float; however, minimum clearance must be adhered to.
- u) Tape may not be impregnated with metal or used to seal in lead or weight external to the chassis bottom.
- v) Bushings may be glued in place.
- w) Chassis magnets can be left in for ballast or be removed.
- x) Very slight sanding of the driver/ interior tray or motor cradle is permitted to avoid fouling the tray or motor wires with chassis, body, ballast and motor wires; as mentioned, the original driver tray must be used. Excessive sanding/dremeling will disqualify that driver/interior tray from being used. Body will be weighed during technical inspection and will be subject to its minimum weight standard without weight attached. Bodies not achieving minimum weight may be disqualified or require weights to be attached to them to bring them into compliance.
- y) Chassis screw hole openings may be lightly filed / opened up for body float.



- z) Any body or pod screw type may be used; free choice washers may be used with body screws.

3. *Motors and Mount/Pod*

- a) The only motors permitted are NSR Shark 25,000 RPM (part #3043 or 3003) for the sidewinder configuration or the NSR KING EVO3 21,400 RPM (part #3023 or 3022); these motors cannot be switched on configuration. Excess motor shafts may be trimmed.
- b) Motors cannot be opened for modification. Signs of tampering will disqualify the motor. Motor inspection and tachung within a RPM tolerance will be included as part of technical inspection.
- c) Any NSR Motor pod made for the Anglewinder or for the Sidewinder configuration. The pod must fit the chassis it was intended for (i.e., no using a pod not otherwise intended for the motor configuration it was made for). Pods may include light sanding or flashing around edge of the pod to allow for float. Pods and chassis with material removed will be disqualified from use.
- d) 3D printed motor pods are NOT allowed.
- e) Motor may be screwed and/or glued into the motor pod cradle.
- f) Motors must sit in cradle/pod and pod must be flush with bottom of chassis.
- g) Motor mount / pod circular magnet holder area plastic may be sanded away.
- h) Motor mount tabs around screw holes may be trimmed to accommodate free choice of pod screws.

4. *Weight / Ballast*

- a) Free choice for type of ballast / weight.
- b) Ballast/weight may be added internally (i.e., no weight may be added external to the chassis). All ballast must be securely fastened (tape or glue) to the inside of the car – it may be secured to the chassis, motor, pod and/or body. No weight is allowed on the bottom of the car or on outside of the body.

5. *Gearing*

- a) Gears (and ratios) are open as long as NSR pinions and NSR gears are used.
- b) Plastic friendly gear grease and lube is encouraged. Excess may be run off by the RD before racing.



6. Wheels / Axles / Bushings

- a) Only the NSR GT3 stock rear hubs/wheels (front – 5003, rear - 5004) are permitted.
- b) Any brand axle is permitted.
- c) Wheels must have their original appearance (i.e. no plain wheels, the appropriate inserts for the car must be present). All cars must have their stock issued inserts.
- d) Any brand bushings are permitted.
- e) Free choice of axle shims / spacers / tubes / bushings are allowed to remove front and rear axle slop.
- f) Free choice of any axle collar/stoppers. Maximum of one per car.
- g) Wheels may be glued to axles.

7. Tires

- a) Rear tires must be the event handout spec tire urethane compound only; all other rear tires are banned. The handout tires will be the Paul Gage 20125LMDF in PGT firm compound.
- b) Tires may be glued and trued.
- c) NSR front tires may be NSR brand only and may include low profile (zero grip) front tires– e.g., part # 5247evo (19.5x8), part #5202evo (19x10) part #5200 (16.5x8.5). Any NSR tires may be used interchangeably with any car. However, front tires when measured *must be equal or greater than 18mm in outer diameter* in race set up to begin the race.
- d) Front tires may be coated with clear nail polish or super glue to reduce grip.
- e) All 4 tires must touch the track to pass technical inspection; the cars will be checked again once in parc ferme before being used in the race.
- f) Any and all tire traction glue or tire treatments are illegal and will result in immediate disqualification.

Infractions identified during final scrutineering will be penalized on a basis of at least a minimum of 100 laps per infraction, up to and including team expulsion from the event.





Approved Cars

The approved GT3 cars are the following: Aston Martin Vantage, Audi R8LMS, BMW Z4, Corvette C6R, Corvette C7R, McLaren 720S, Mercedes AMG GT3, and Porsche 997 GT3. More information can be found here: [SLOT CARS - NSR \(nsrslot.com\)](http://SLOT CARS - NSR (nsrslot.com))

The approved list may be updated if NSR releases a new GT3 car prior to May 31, 2023. If you don't see your car make listed here it is not legal; please contact the ERD for more information at tourist.trophy.canada@gmail.com

