

Châteauroux, 30nd November 2016

Regulations of the 24 hours International Event 2017
1/8 scale onroad track race – ‘Classique de Châteauroux’

The 10th edition of the 24 Hours International on road pan cars 1/8 radio controlled race event will be held over the weekend of 14th to 16th July 2017 on the MASC track (Chateauroux-France).

The race will start on Saturday 15th July 2017 at 4pm and finish on Sunday 16th July 2017 at 4pm. The prize presentation ceremony will be held from 4:30 to 5:30pm.

As with the most recent race in 2011, and previous editions, the organising committee has decided to vary the format of the race by specifying the equipment to be used (Clause 1 below).

This unique pan cars endurance race in France is open to all 1/8 classic RC competitors. We're expecting yet another unforgettable experience, with a warm and friendly atmosphere.

The race is open to all RC enthusiast's competitors.

Please read these regulations carefully.

To register for the race, download and complete the entry form available from www.masc36.com or email us directly to receive a copy at masc@hotmail.fr.

2017 event partners :





Clause 1: Contents of registration pack

- Registration for the race
- 2 **FORFASTER** nitro engines (7 transfers, already broken in) + 2 full **XRD 2058** exhaust lines + 4 OS VS C7 plugs
- 20 sets of front tyres from **UFRA TYRES**
- 40 sets of rear tyres from **UFRA TYRES**
- 26 litres of fuel ROGA XR 16% + 2 litres to finish nitro engines break-in
- 4 PROTOFORM R18 bodies
- 8 T-shirts
- 8 evening meals on Saturday
- 8 breakfasts on Sunday morning
- 8 lunches on Sunday

Clause 2: Equipment provided

All teams will receive the same equipment, namely :

- Engine : each team will receive 2 pre-tested engines, 2 full exhaust lines and 4 identical plugs.
The engine supplier will be present throughout the weekend to provide assistance with settings and perform maintenance work if needed.
- Tyres: teams must specify the quantity and nature of tyres they wish to use on their registration form (**N.B.: MUGEN rims only**).
- Bodies : all teams will receive the same body.
- Fuel: all teams will use the same nitrofuel.

No engines or components other than those provided may be used in this race, with the exception of the elements specified in Clauses 15 and 17.

All equipment will be marked for ease of identification.

Clause 3: Delivery of equipment

These components will be issued to the captain of each team on Friday 14th July at 10am. Engines and engine equipment will be allocated randomly. Bodies could be sent to the team captain or other designated person by April 2017 or hand given if the team arrived few days before in France.



Clause 4: Team composition

Each team shall have a maximum of eight members. The number of drivers is left to the discretion of each team, as is the amount of time for which they take the controls. On the registration form, please take care to specify the names and roles of all members. Drivers may also double as mechanics, but should be listed as drivers on the registration form. Members registered purely as mechanics will not be allowed to take the controls on the track.

Clause 5: Cost of registration

The price of entry is € 2,500.

Payment by wire bank transfer will be accepted subject to timetable hereafter :

- a wire transfer of € 1,250 on 1st March 2017.
- a second wire transfer of € 625 on 15th April 2017.
- a third wire transfer of € 625 on 15th June 2017.

Clause 6: Number of teams and registration process

This endurance race will feature a minimum of 10 teams and a maximum of 14.

Participating teams must register before 1st March 2017.

Registration by email is available only for foreigner teams. To enrol, participants must complete the official registration form and return it to the address specified along with the relevant accompanying documents.

Registrations will be processed on a first-come, first-served basis, with post marks used to determine the order of priority if more than 14 applications are received.

Submissions which fail to meet the conditions set out in these regulations and on the registration form will be put on a waiting list.

The organising committee will send a confirmation email to the captain of each team.

Once the limit of 14 teams has been reached, any subsequent entries will be placed on a waiting list.

In the event of a cancellation after 1st March, the organising committee will offer the spare place to the first team on the waiting list, returning the uncashed payment to the team pulling out and also paying back half of the sum already cashed. The money retained by the organisers will be used to cover logistical and equipment costs.



Clause 7: Cancellation of the race

A minimum of 10 teams are required to run the race. **If this number is not reached by 1st March 2017, the race will be cancelled and all payment received will be returned within 1 month to the teams having already confirmed their participation.**

Once this minimum is reached, the race will only be cancelled in the event of an incident of 'force majeure'. Weather conditions will not be considered as constituting 'force majeure'.

Clause 8: Supporters and extra tickets

Persons accompanying your team who wish to have access to the facilities provided for participants must be listed on the registration form, or added to the list at least 1 month before the race. This is to allow us to plan ahead for the number of meals required over the 2 days. A fee of € 40 will be charged for each additional person (includes 2 meal tickets and 1 breakfast).

Clause 9: Identification of team members and supporters

Each team member should be listed as either a driver or a mechanic on the registration form, and include 2 passport photos.

Supporters/guests (to be registered at least 1 month before the race) must also provide 2 passport photos, but under no circumstances must they contribute to the work of the team (cf. penalty in Clause 16).

The passport photos will be used on the official passes provided to each team member, allowing access to the track and stands.

Clause 10: Cars and controls

The race is open to all RC drivers of a **1/8 on road pan car (as also know in France as 'classic')**.

The number of cars is limited to one per team.

No further fully-assembled cars will be admitted to the stands (cf. penalty in Clause 16).

Each team's car and equipment will be clearly marked, with random inspections conducted to ensure that they respect these regulations. Penalties for contraventions are detailed in Clause 16 below.

Clause 11: Marking of parts

If parts which have been 'marked' by the organisers during their technical inspections need to be changed during the race, they must be re-submitted for inspection and marking.

Clause 12: Mechanics

All mechanical operations must be performed in the stands allotted to each team, and not in the area reserved for refuelling. Only designated drivers and mechanics may pick up the vehicle and contribute to mechanical work in the stands.

Clause 13: Bodies and colours

The colour of the vehicles will be determined in consultation with the organisers, and must not change during the race. Please specify your colours on the registration form. The organising committee reserves the right to request colour changes in order to avoid confusion.

All 4 bodies must be painted identically.

As far as is possible, teams are requested to use a realistic lighting system for the night-time section of the race.

Clause 14: Nitrofuel

The proportion of nitromethane in the fuel provided will be **16%**.

Clause 15: Race conditions

The race will take place on an outdoor on road track. As long as the track is considered to be dry by the organisers, all teams must use the tyres provided (no special coatings or sauces for tyre treatment is allowed). In the event of rainfall, or if the track is declared to be damp by the organisers, then the teams will be free to determine the type, quality and quantity of front and rear tyres that they use and tyre treatment is then allowed. Teams must provide their own tyres for these conditions.

Clause 16: Warnings and penalties

Teams must abide by these regulations in all points, and use only the equipment provided (with the exception of tyres in the conditions set out in Clause 15). Failure to abide by these regulations, or clear cases of cheating, will be punished with a double penalty: a financial penalty of € 150, and a sporting penalty of 150 laps to be deducted from the total number of laps completed during the race.

Unacceptable behaviour on the track, in the stands, on or around the podium, etc. will oblige the race directors to take appropriate action against the teams involved, with warnings and penalties applied as follows:

1st warning - no penalty, 2nd warning - a penalty of **5 laps**, 3rd warning - **10 laps**, 4th warning - **15 laps, then 20, 25, 30, etc.** These penalty laps will be deducted from the team's total at the end of the race.

Clause 17: Race committee and exemptions

The organising committee and the race director together make up the race committee. They may grant certain exemptions to teams submitting requests to use equipment other than that provided, as long as these teams are able to provide clear proof that they would be unable to complete the race without changing.

Clause 18: Picking up

Cars may be picked up by members of the team. A maximum of two mechanics will be allowed to remain below the driver's podium during the race.

Clause 19: Technical regulations

Cars must comply with the **FFVRC 2017** regulations hereafter :

Technical specifications:

- Dimensions
- Wheelbase: 270 to 330 mm.
- Maximum width: 267 mm.
- Max. spoiler width: 267 mm.
- Minimum weight: 2300 grams.
- Transmission must be rear-wheel-drive only.
- Gear boxes are forbidden.
- Self-locking or Torsen-style differentials are forbidden.
- The chassis must be a single-piece and non-articulated. It may be composed of several parts fixed together to form a solid whole, with no articulation or pliability other than the natural flexibility of the materials used.
- No suspension, even if deactivated.
- No shock absorbers or similar systems may be used on the chassis itself, but an articulated rear or front undercarriage support mechanism (max. 3 fixed points) may be used.
- If rocket engines are used, they must be attached (at the very least) to a bearing firmly fitted to the undercarriage support (front or rear).
- Independent-drive wheels are not permitted. The wheels should not be able to move independently of one another, with the exception of locking effects.
- Bearings on the same axle (front or rear) must be attached to the same articulated panel or chassis.
- If the rear axle is articulated, the bearings on the dynamic drive shaft for the driving wheels must be affixed to the same structure.
- The use of any treatments or products on the tyres is forbidden, as is the use of special rain coatings.
- Only one engine per chassis.
- The maximum capacity of the fuel tank, including all filters and hoses leading to the carburettor, must not exceed 125 cm³.

Tests and checks will be conducted.

- An EFRA approved air box must be used.



Clause 20: Transponders

Teams must use their own personal transponders. Each team must be equipped with 2 transponders, whose numbers must be specified upon registration. 1 transponder is to be used during the race, with the other serving as a reserve option if the main transponder should fail. Only 1 transponder should be fitted to the car.

The transponders will be checked during testing to ensure that they function correctly.

Each team will be responsible for ensuring that their transponder functions correctly throughout the race, and must inform the race director in the event of a problem. Unless a problem is recorded by the counting system or the transponder detection system, the race director will not be able to accept any complaints regarding transponders.

Clause 21: Insurance

The MASC will be insured for this event, but all participants should have their own personal insurance and make sure that their insurer covers the risks involved with events of this nature. If participants should fail to take out sufficient insurance, the organising committee can accept no responsibility for the consequences.

Clause 22: Access to the track

The track will be open for testing sessions on Friday 14th July from 10am to 6:30pm and on Saturday morning from 9am to 12:30pm.

The presentation of the teams will take place on Saturday 15th July at 1:30pm.

Technical inspections will start on Friday and be completed by Saturday 11am.

This timetable is given for information purposes and is liable to change.

Clause 23: Testing and race numbers

Testing sessions will be conducted under the sole responsibility of the teams and their drivers.

There will be no qualifying session, and the race numbers and stand allocation will be decided in advance by the organising committee. Teams will be informed of these details when they receive their car bodies, so they can paint on or affix the correct number (for painting: black number against a white background, respecting the minimum dimensions of official EFRA race stickers).



Clause 24: Start

The race will start in the 'Le Mans' fashion.

Clause 25: Confirmation of results

As soon as the race ends, all cars must be presented to the race committee for technical inspection (without passing via the stands) and confirmation of the results.

End of regulations.

Ladies and gentlemen, start your engines...