

Châteauroux, 30nd November 2018

**Regulations of the 24 hours International Event 2019**  
**1/8 scale onroad track race – ‘Classique de Châteauroux’**

The 11<sup>th</sup> edition of the 24 Hours International on road pan cars 1/8 radio controlled race event will be held over the weekend of 12<sup>th</sup> to 14<sup>th</sup> July 2019 on the MASC track (Chateauroux-France).

The race will start on Saturday 13<sup>th</sup> July 2019 at 4pm and finish on Sunday 14<sup>th</sup> July 2019 at 4pm. The prize presentation ceremony will be held from 4:30 to 5:30pm.

Unlike the two previous editions, the organising committee has decided to let free the use of engines, tyres, fuel and bodies.

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](http://www.masc36.com) or email us directly to receive a copy at [masc@hotmail.fr](mailto:masc@hotmail.fr).

2019 event partners and sponsors :



### **Clause 1 : Contents of registration pack**

- Registration for the race
- 8 T-shirts
- 8 evening meals on Saturday
- 8 breakfasts on Sunday morning
- 8 lunches on Sunday

### **Clause 2 : 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 drive the RC car on the track.

Additional people can be declared as supporters or guests.

For safety reasons and to not interfere team movements, only people with badges will be allowed in the circuit, pit and stands area.

Only people registered as mechanics or drivers will be allowed to drive, go on the track and work on the RC car and equipment.

**If it is not the case, failure to abide by these regulations, team could be punished by warnings and penalties as mentioned in clause 14.**

### **Clause 3 : Cost of registration**

The price of entry is € 1,100 + € 150 as rules respect guarantee.

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

- a wire transfer of € 550 on 1st March 2019.
- a second wire transfer of € 550 on 15th April 2019 later.
- a bank check of € 150 sent to the MASC as a guarantee according to clause 14. This bank check will be given back at the end of the race if the team has respected the rules. If not, this amount will be deposit on the MASC bank account.

### **Clause 4 : 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 2019.**

**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. If there is no available team on the waiting list, the organising committee will keep € 550 to cover logistical and equipment costs and pay back the rest of the sum already cashed.

#### **Clause 5 : Cancellation of the race**

A minimum of 10 teams are required to run the race. **If this number is not reached by 1st March 2019, 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 6 : 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 7 : 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 they contribute or will be allowed to help the work of the team (cf. penalty in Clause 14).

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 1 per team.

**No further fully-assembled cars will be admitted to the stands (cf. penalty in Clause 14).**

Organisation members will regularly make unannounced controls during the race to check the respect of the rules.

**If it is not the case, failure to abide by these regulations, team could be punished by warnings and penalties as mentioned in clause 14.**

### **Clause 9 : Marking of parts**

All chassis to be used during the race must have been marked by the organisers before the race start.

**Not used spare chassis will have to be in the organisation closed area, they will be given on demand.**

### **Clause 10 : 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 11 : 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.

**Each team must have 4 bodies identically painted, with at least 1 with a realistic lighting system for the night-time section of the race.**

### **Clause 12 : Nitrofuel**

The proportion of nitromethane in the fuel provided will be according to FFVRC 2019 rules. Organisation members will regularly make unannounced controls during the race to check.

### **Clause 13 : Race conditions**

The race will take place on an outdoor onroad track.

**As long as the track is considered to be dry by the organisers, tyre treatment is strictly forbidden during all free practice and during all the race.**

**The only fact to see tyre treatment machine, equipment or saucers in all the area of the race (stands, parking, camping or else) will be punished of the maximum penalty mentioned in clause 14.**

In the event of rainfall, or if the track is declared to be wet by the organisers, then the teams will be free to determine the type and quality of tyres that they use and tyre treatment is then allowed.

### **Clause 14 : Warnings and penalties**

**Teams must abide by these regulations in all points, specially technical regulation (see clause 17). 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 200 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:

1<sup>st</sup> warning - no penalty, 2<sup>nd</sup> warning - a penalty of **5 laps**, 3<sup>rd</sup> warning - **10 laps**, 4<sup>th</sup> 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 15 : Race committee and exemptions**

The organising committee and the race director together make up the race committee who is the only instance to take all decisions regarding safety, race conditions, etc, and also warnings and penalties during all the event.

### **Clause 16 : 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.

**At the beginning of the race (saturday between 4pm and 5pm) each team have to participate to the general picking up around the circuit for a 30 minutes duration. According to total team number, the first 30 minutes will be attribute to the first 5 or 6 or 7 teams, and the following 30 minutes, to the others.**

### **Clause 17: Technical regulations**

Cars must comply with the **FFVRC 2019** available to be downloaded here (only in french) :  
**<https://www.ffvrc.fr/fr/disciplines-sur-piste/1-8-thermique-piste/360-reglement.html>**

Hereunder are 2018 main regulations translated in english but only as an information

#### **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.
- 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 cm<sup>3</sup>.
- **An EFRA approved air box must be used for dry condition, and free air box in case of wet conditions.**

### **Clause 18 : 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 19 : 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 20 : Access to the track**

The track will be open for testing sessions on Friday 12th July from 2pm to 6:30pm and on Saturday morning from 9am to 12:30pm.

The presentation of the teams will take place on Saturday 13th 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: Free practice and race numbers**

Free practice 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...