

THE DIGITAL SLOT CAR ASSOCIATION DRIVING & RACING STANDARDS

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Preamble

Race events organised by The Digital Slot Car Association each have their own set of *Sporting Regulations* which are issued to competitors that will participate. Within the sporting regulations, details and governance is prescribed in relation to the officials of the meeting, the drivers and teams, the circuit and the equipment, and the race format. Judicial matters and penalties are also defined so that every participant has a clear understanding of what he or she is and is not allowed to do while driving on the circuit.

For racing clubs and individuals that are hosting individual events or meetings, this set of standards has been formulated using wording from a typical set of DiSCA Sporting Regulations. Particular focus is given on the “rules of the road”. The premise of authoring this standard is so that DiSCA practices may now be applied at any level of racing, whereby the official(s) of the meeting has the reassurance they are following accepted procedures which have been tried, tested and adopted by the wider digital slot car racing community.

1. Driving & Racing Standards

- 1.1. Any car on the circuit must be compliant with the specification or formula in use for the meeting
- 1.2. Any indiscretion against stated regulations are punishable by penalty, to be determined by the race organiser
- 1.3. When lapping a slower car, it is the responsibility of the faster car to change lanes and perform an overtake. Lapped cars should remain in their current lane until the faster car has passed.
 - 1.3.1. Intentionally blocking of a faster car when lapping is illegal
 - 1.3.2. Intentionally blocking a car fighting for position on the same lap is allowed
- 1.4. Contact from cars racing on the same lane, in proximity, is to be expected. Intentional or excessive contact is not allowed. Penalties will be issued in the following circumstances;
 - 1.4.1. Intentional or excessive contact with another car
 - 1.4.2. De-slotting another car by driving into the back of it
 - 1.4.3. Intentionally stopping on the circuit
 - 1.4.4. Excessive blocking by changing lanes when being lapped
- 1.5. Illegal contact may be reported by any participant of the meeting
- 1.6. Cars may be requested to pit for attention under the following circumstances;
 - 1.6.1. Any functional or mechanical part of the car has become completely detached from the car
 - 1.6.2. A wing or spoiler becomes broken, completely detached from the body, or it is clear to the official at race control that when viewing the car from his/her normal position, that it is damaged
 - 1.6.3. The required number of headlights/taillights are not working
 - 1.6.4. A car is otherwise causing a hazard that may damage the circuit or other cars on the circuit
- 1.7. If any session is under pace-car conditions, the following restrictions may be applied;
 - 1.7.1. Circuit power may be limited by race control

- 1.7.2.** Lane changing may be disabled
 - 1.7.3.** The pit lane may not be accessible under pace-car conditions
 - 1.7.4.** Cars may be 'forced' onto specific lanes by race control
- 1.8.** If any session is paused (red flagged), the following restrictions apply;
 - 1.8.1.** Cars must not be removed from the track, where they have come to stop
 - 1.8.2.** Any car in the pit at the time of the red flag must have no further work completed on it until the session is resumed
 - 1.8.3.** Drivers may leave their station only under the direction of race control
- 1.9.** During Parc Ferme conditions, cars may only be worked on under the supervision on an official
- 1.10.** Slow or malfunctioning cars should move to the inside lane (or lane nearest to the pit) and pit as soon as possible. Race control should be notified that there is a slow car on circuit so other drivers may be warned

2. Penalties

- 2.1.** The standard penalty for indiscretion during the race will be a stop-and-go penalty for a duration of ten (10) seconds.
 - 2.1.1.** Standard penalties may be extended or upgraded at the discretion of race control
- 2.2.** Cars which require repairs to address a technical infringement must return to the pit and resolve the issue. No other penalty will be awarded.
- 2.3.** Any driver eligible to serve a penalty will be notified by race control.
 - 2.3.1.** The team a grace period, to be specified by the organiser, to return to the pit and serve the penalty
 - 2.3.2.** If the system allows, failure to return to the pit within the grace period may result in race control sending a 'force pit' signal to the car. It will return to the pit lane under control of the RMS
 - 2.3.3.** In the case that a car that is forced to the pit on under the control of the RMS, the stop-go penalty may be extended
- 2.4.** Race control reserves the right to override control of any car due to some exceptional circumstance

3. Standards applicable circuits with a working pit lane

- 3.1.** All cars must enter the circuit from the pit lane
- 3.2.** All cars requiring service must pull into the pit lane and be fully stopped before being removed from the track
- 3.3.** All cars re-joining the circuit must do so from the pit lane
 - 3.3.1.** It is the responsibility of the driver to check for oncoming traffic when exiting the pit lane. Failure to do so that results in a collision will be punishable by penalty
 - 3.3.2.** Entering or re-entering the circuit in any way other than from the pit lane is illegal

4. Final authority

- 4.1.** Final authority on resolving any issue remains the reserve of the organiser(s)