



## SPORTING REGULATIONS

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## Preamble

GT Euroseries 1/32 is a digital slot car racing series for models of FIA Group GT3 racing cars, based on the GT World Challenge Series (formerly Blancpain). The series is run using the Slot.it oxygen digital system. Races last for one hour, and teams must perform a driver change within a ten minute window.

Events take place in a single day. In the morning there will be a ninety (90) minute practice session. In the afternoon, there will be two (2) separate races of a duration sixty (60) minutes each. Each race is scored separately and the results from one race have no bearing on the second race, other than by dictating a reverse grid.

## 1. Officials

- 1.1. Official referees will wear a red lanyard and ID badge
- 1.2. Race control will be staffed by an official referee
- 1.3. The responsibilities of race control include, but are not limited to;
  - 1.3.1. Drivers signing in/out
  - 1.3.2. Monitoring the status of the race or practice session
  - 1.3.3. Making the decision if the race should be stopped or run under caution for any reason
  - 1.3.4. Timing and scoring
  - 1.3.5. Issuing penalties
  - 1.3.6. Acting custodians of hand-out parts
- 1.4. Final authority on resolving any issue remains the reserve of the organisers

## 2. Teams

- 2.1. Teams must be composed of two (2) drivers
- 2.2. All team members must sign on when entering the venue
- 2.3. All team members must be present for the driver's briefing
- 2.4. The responsibilities of both team members include, but are not limited to;
  - 2.4.1. Presentation of the car for technical inspection
  - 2.4.2. Reporting any issues or indiscretions to race control
  - 2.4.3. Driving, pit work and marshalling
- 2.5. The responsibilities of the driver include, but are not limited to;
  - 2.5.1. Driving the car in a safe and considerate manner
  - 2.5.2. All pit stops, pit work work and maintenance of car during the session
- 2.6. The circuit will be marshalled at all times by whichever team member is not driving.
  - 2.6.1. Marshal posts are identified by numbers or other appropriate signage
  - 2.6.2. At the start of the race, teams will occupy the marshal position equal to their rostrum position
  - 2.6.3. Marshals will be responsible for that post over the entire duration of the session
- 2.7. The responsibilities of the marshal include, but are not limited to;
  - 2.7.1.1. Watching the circuit at all times
  - 2.7.1.2. Clearing the circuit of crashed cars
  - 2.7.1.3. Clearing the circuit of other impediments
  - 2.7.1.4. Replacing crashed cars onto the circuit only when it is safe and clear to do so

- 2.7.1.4.1.** Marshals must check for on-coming traffic when replacing crashed cars. Non-compliance by the marshal may result in a penalty for the marshal's team
- 2.7.1.5.** Removing broken-down or malfunctioning cars from the circuit
- 2.7.1.6.** Reporting any issues or indiscretions to race control
  
- 2.7.2.** The responsibilities of marshals does not include;
  - 2.7.2.1.** Repairing broken-down or malfunctioning cars
  - 2.7.2.2.** Delivering broken-down or malfunctioning cars to the pit lane
  - 2.7.2.3.** Delivering broken-down or malfunctioning cars to a team member
  - 2.7.2.4.** Repairing damaged or malfunctioning pieces of the circuit

### 3. Hand-out parts

- 3.1.** Rear tyres are supplied by the organization. The allocation will be four (4) per event. Where sponge tyres are used, the complete rear wheel and tyre assembly must be supplied.
- 3.2.** Hand-out tyres must be used in all sessions
- 3.3.** Rear wheels and tyres are kept by race control.
  - 3.3.1.** Teams may request a single pair of wheels and tyres to be supplied to them by race control as and when they are required
  - 3.3.2.** Used tyres will be kept by race control, and may be re-used if required
- 3.4.** An official sticker kit will be handed out and is required to be fitted. Contents as follows;
  - 3.4.1.** Racing numbers
  - 3.4.2.** Windscreen streamer

### 4. Digital equipment

- 4.1.** Cars must be fitted with oxygen in-car chip Type A, Type B, B1, B2, or Type C
- 4.2.** Firmware details will be posted as part of final instructions
- 4.3.** Hand controllers must be Slot.it SCP1, SCP2, or SCP3 with oXigen wireless cartridge

## 5. The circuit

- 5.1. Power to the circuit is direct current (DC – regulated). Rails are live at all times.
  - 5.1.1. Maximum current available is 40a
  - 5.1.2. Voltage will be set at a fixed value, determined by the organisation, between 11.0v and 14.0v
  - 5.1.3. Maximum power available to the motor may be restricted by race control via the RMS.
- 5.2. Alongside the start/finish straight is a working pit lane.
  - 5.2.1. The pit lane features sensors that limit the speed of the cars that use it
  - 5.2.2. All cars must enter the circuit from the pit lane
  - 5.2.3. All cars requiring service must pull into the pit lane and be fully stopped before being removed from the track
  - 5.2.4. All cars re-joining the circuit must do so from the pit lane
    - 5.2.4.1. 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
  - 5.2.5. Entering or re-entering the circuit in any way other than from the pit lane is illegal
- 5.3. The circuit will have a defined number of marshal posts.
  - 5.3.1. Marshal posts are identified by numbers or other appropriate signage
  - 5.3.2. Any seating that is situated at a marshal post must not be moved or swapped as they are arranged with driver visibility in mind
  - 5.3.3. In the case of any dispute, final authority regarding marshal posts is awarded to the circuit owner

## 6. Practice

- 6.1. The practice session lasts for ninety (90) minutes
- 6.2. Driver position on the rostrum for practice will be chosen at random by race control
- 6.3. When approximately half the duration of the session is complete, the session will be paused by race control and the driver rostrum positions will be switched
- 6.4. The best lap time recorded during the practice session will count towards the qualifying order.
  - 6.4.1. All lap times set by a car later found to be illegal will be erased
- 6.5. The fastest lap time set by each car in practice will determine;
  - 6.5.1. The order of the starting grid for Race 1
  - 6.5.2. Priority of position on the driver's rostrum
- 6.6. Cars may be called in for technical inspection at any time during the practice session

## 7. Races

- 7.1. There will be two (2) races of sixty (60) minutes duration each
  - 7.1.1. If a race is red flagged for any reason, the downtime will not be made up after the duration is completed
- 7.2. Races will begin using a standing start
- 7.3. The grid and rostrum priority for Race 1 will be dictated by the result of official qualifying
- 7.4. The grid and rostrum priority for Race 2 will be determined by reversing the final finishing position of cars from Race 1 (a.k.a. Reverse Grid)
  - 7.4.1. Driver Rostrum position for Race 2 may remain as per Race 1 by general consensus of the drivers (optional).

- 7.5. Any inspection or maintenance to a car must be done after the car has stopped in the pit lane.
  - 7.5.1. All pit work and car maintenance, of any kind, must be done at the pit table. It is not permitted to perform maintenance at the side of the track.
  
- 7.6. Each driver must complete approximately half of the race by virtue of driving one complete stint each.
  - 7.6.1. Driver changes may only take place in the period between twenty-five (25) minutes elapsed time and thirty-five (35) minutes elapsed time. This period is known as *"the driver change window"*.
  - 7.6.2. The driver change pit stop is of a minimum duration sixty (60) seconds
  - 7.6.3. The out going driver must stop the car as far as possible down the pit lane, and walk to his team mate's marshal position. After the out going driver has arrived at the marshal position, the relief driver must walk to the rostrum, ready themselves and wait to be notified by race control that he or she may exit the pit
  - 7.6.4. Either driver may perform maintenance on the car before or after switching with their team mate
  - 7.6.5. The driver change pitstop will be timed by race control. Drivers will be notified when they are permitted to leave the pit.
    - 7.6.5.1. Premature pit exit before the compulsory one minute has elapsed will result in the team being awarded a two minute stop-and-go penalty. The penalty will be awarded after the driver change window has passed.
  - 7.6.6. Each team's marshal post must remain manned at all times. Failure to adhere to this regulation will result in a penalty being awarded.
  
- 7.7. The race may be run under caution, at the discretion of race control, in the following instances;
  - 7.7.1. Isolated loss of circuit power
  - 7.7.2. Faulty lane changing mechanism on the circuit
  - 7.7.3. Excessive debris blocking the circuit
  - 7.7.4. Other isolated circuit malfunction
  
- 7.8. The race may be paused (red flag), at the discretion of race control, in the following instances;
  - 7.8.1. Total loss of circuit power
  - 7.8.2. Total loss of power supply for hand controllers
  - 7.8.3. Faulty lane changing mechanism in the pit lane
  - 7.8.4. Circuit becomes blocked
  - 7.8.5. Other power or system failure in the venue
  - 7.8.6. Loss of timing and scoring system
  - 7.8.7. Fire alarm or other emergency situation
  
- 7.9. The status of the race will not change in the following instances;
  - 7.9.1. Car or component mechanical failure
  - 7.9.2. Malfunctioning hand controller
  - 7.9.3. Isolated loss of power supply for hand controller(s)
  - 7.9.4. Cars and/or components are misplaced by team members
  
- 7.10. Lap scores may be altered under the following circumstances at the total discretion of race control;
  - 7.10.1. Car has missed control line on start / finish straight due to accident
  - 7.10.2. Car has missed control line on pit exit
  - 7.10.3. Error in software awards laps incorrectly
  
- 7.11. Lap scores will not be altered under any of the following circumstances;
  - 7.11.1. Technical fault with car
  - 7.11.2. Technical fault with hand controller
  - 7.11.3. Direct appeal by teams

- 7.12.** The winner will be the car that has covered the greatest distance, measured in complete laps, after the sixty (60) minutes is up.  
**7.12.1.** In the case that two or more cars have completed the same number of laps, the final finishing position of each car on the track will determine which car has covered the greatest distance

## **8. Judicial**

- 8.1.** Any car on the circuit must be legal at all times  
**8.2.** Any indiscretion against regulations stated in this document are punishable by a penalty  
**8.3.** 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.  
**8.3.1.** Intentionally blocking of a faster car when lapping is illegal  
**8.3.2.** Intentionally blocking a car fighting for position on the same lap is allowed  
**8.4.** 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;  
**8.4.1.** Intentional or excessive contact with another car  
**8.4.2.** De-slotting another car by driving into the back of it  
**8.4.3.** Intentionally stopping on the circuit  
**8.4.4.** Excessive blocking by changing lanes when being lapped  
**8.5.** Illegal contact may be reported to race control by any team member. Any three cumulative reports of illegal conduct will result in mandatory penalty for the offending team  
**8.6.** Cars may be requested to pit for attention under the following circumstances;  
**8.6.1.** Any functional or mechanical part of the car has become completely detached from the car  
**8.6.2.** 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  
**8.6.3.** The lighting on the car is insufficient to meet the regulations  
**8.6.4.** A car is otherwise causing a hazard that may damage the circuit or other cars on the circuit  
**8.7.** If any session is under pace-car conditions, the following restrictions apply;  
**8.7.1.** Circuit power will be limited by race control  
**8.7.2.** Lane changing will be disabled  
**8.7.3.** The pit lane will not be accessible under caution  
**8.7.4.** Cars may be 'forced' onto specific lanes by race control  
**8.8.** If any session is paused (red flagged), the following restrictions apply;  
**8.8.1.** Cars must not be removed from the track, where they have come to stop  
**8.8.2.** 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  
**8.8.3.** Drivers may leave the rostrum only under the direction by race control  
**8.9.** During Parc Ferme conditions, cars may only be worked on under the supervision on an official referee.  
**8.10.** Slow or malfunctioning cars should move to the inside lane 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

## 9. Penalties

- 9.1.** The standard penalty for indiscretion during the race will be a stop-and-go penalty for thirty (30) seconds
- 9.2.** Cars which require repairs to address a technical infringement must return to the pit and resolve the issue. No other penalty will be awarded.
- 9.2.1.** In the event that a technical infringement cannot be resolved by practical repair, the team captain may instead choose the option to forfeit fifteen (15) laps from their total recorded distance. The deduction will be applied at the end of the race
- 9.3.** Any team eligible to serve a penalty will be notified by race control.
- 9.3.1.** The team has five (5) laps grace to return to the pit and serve the penalty
- 9.3.2.** Failure to return to the pit within five laps will result in race control sending a 'force pit' signal to the car. It will return to the pit lane under control of the RMS
- 9.3.3.** In the case that a car that is forced to the pit on under the control of the RMS, the stop-go penalty will be extended to sixty (60) seconds
- 9.4.** Race control reserves the right to override control of any car due to some exceptional circumstance

## 10. Fees and financial information

- 10.1.** The registration fee is £40.00 due at the time of registration
- 10.2.** In the event of cancellation, a 50% refund will be issued if the cancellation is made within seven (7) days or prior to the event date. Within seven days of the event, no refund will be issued.
- 10.3.** Non-competing reserve teams will have the registration fee refunded in full, minus £1.00 administration fee, five (5) days before the event
- 10.4.** Payments may be made using the following methods:

**10.4.1.** PayPal to [officialdisca@gmail.com](mailto:officialdisca@gmail.com)

**10.4.2.** Bank Transfer. Account details are as follows;

Account number	49008068
Sort Code	30-96-12
SWIFT code	LOYDGB2L
IBAN no.	GB91LOYD30961249008068
BIC	LOYDGB21372

## 11. Schedule

Timings given are approximate and subject to change.

0900	Signing on
1000	Driver's briefing
<b>1030–1200</b>	<b>Practice session (90m).</b> Cars to Parc Ferme.
1200–1300	Scrutineering / Lunch Break
1310	Cars to grid / grid photos
<b>1330–1430</b>	<b>Race 1.</b> Cars to Parc Ferme.
1445	Prizegiving (Race 1)
<b>1500–1600</b>	<b>Race 2</b> (reverse grid)
1615	Prizegiving (Race 2)