2020 NSR

Canadian National Championship

NSR's aim is to hold an annual national championship for each country so everyone can race and enjoy the comraderie of fellow racers and fight for the title of national champion!

2020 represents the inaugural Canadian NSR Championship. Held on the same weekend and in conjunction with the third running of the endurance team-based, Tourist Trophy, the NSR Championship race will be an individual race with NSR's GT3 cars.

This is sure to be a unique opportunity to not only participate and test your skills against some of Canada's best racers, but also be part of the fun and Tourist Trophy festivities, bringing together slotters from all across Canada!

EVENT SCHEDULE

The 2020 event will be hosted by one of the largest slot clubs in Canada, the Greater Vancouver Slot Car Club (GVSCC) and follow this program:

- Friday August 28th 10a - 6p: Entrant pickup of handout motor and tires
- Friday August 28th 6p - 11p: Free practice
- Saturday August 29th: Tourist Trophy - Endurance team event
- Sunday August 30th: NSR GT3 Championship

The event will be livestreamed with event results being published on NSR's website.

ENTRY FEE

Registration price is 20$ CAD per entrant; 1 entry per peson. A casual lunch in addition to a handout out NSR Shark 25k motor and a spec pair of tyres are included and covered by this fee. Registration also gives automatic entry for doorprizes.

Fees are due on or before June 1 and are payable to the event organizer; please coordinate and email the organizer at tourist.trophy.canada@gmail.com

NSR GT3 CHAMPIONSHIP FORMAT

Technical Inspection

All entrant cars will undergo technical inspection after which all cars will be placed in parc ferme status with the race director. More information on tuning, approved parts and rules can be found in the appendix.

Qualifying

Upon passing inspection, cars will be placed in parc ferme; drivers will then participate in a qualification session. Qualifying will occur on a designated lane and be the same lane for all drivers. Drivers will have one minute of running time to post their best (qualifying) time. There shall be no other drivers on track during qualifying and spectators are expected to respect qualifying drivers and not disrupt them. Anyone doing so will be expelled from the event immediately.

The top 36 qualifiers will qualify for the race to ensure the event is not unduly long. Qualifiers will be sorted and segregated into three groups. The top 6 (seeds 1-6) qualifiers will qualify automatically for the semifinal round of heats. The next fourteen (seeds 7-20) qualifiers will qualify automatically for the quarterfinal round of heats. The last group of qualifiers (seeds 21-36) will start their race in the wildcard round.

Race Format

For all race rounds, heats will consist of two minute sprint heats. Driver will be grouped into sets of four and rotate through each lane. Distance (laps and partial laps) will be be converted into metres and represent the drivers score, given the lap length disparites of the host track.

The race will begin with the wildcard round with the bottom 16 seeds. The top two scores (distance driven) from this round will qualify and move up to the quarterfinals to race with the next group (seeds 7-20). The top two scores (distance driven) from the quarterfinal round will qualify and move up and race with the next group (seeds 1-6) in the semifinals round.

The race will culminate with the top 4 scores from the semifinals qualifying to race in the final set of heats. The driver with the highest score in the finals will be crowned the champion.

APPENDIX – Rules, Tuning and Car Eligibility

General & Logistics

1. Once cars have passed technical inspection; no further work on the car may occur as it will be placed in parc ferme, unless otherwise stated.

2. Drivers are permitted to use their own controllers provided they are not homemade and pass inspection prior to use.

3. Driver station hook-up will accomodate the standard three-prong alligator clip or a banana plug connection.

4. Qualifying will be one minute of running time.

5. Racers will be permitted to tape/clean their tires at the track before starting their qualifiying session or during qualifying. There will be no additional time added to the 1 minute qualifying to accomodate cleaning or braid adjustment.

6. Only the handout tire compound may be used during any and all track time (including practice) to avoid mixing tire compounds and thereby adversely impacting track grip levels. Driver not adhering to this may be expelled from competing in the event.

Repairs and Maintenance

1. There will be no use of back-up cars.

2. In the event of a breakdown during qualifying; qualifying will not be stopped unless at the discretion of the race director (e.g., to further prevent car damage or damage to the track).

3. No repair or maintenance work (e.g., tire cleaning, braid alignment, oil/lubing, etc.) may occur on the car once in parc ferme.

4. In the event that a car experiences a breakdown in qualifying but still qualifies for the race, work can commence immediately under the scrutiny of technical

inspector. The car may be put back through technical inspection at the discretion of the technical inspector.

5. All repair work will occur in the designated pit area.

6. If a car breaksdown during a heat race, the car shall be removed from the track and put in parc ferme. Said car may be repaired immediately by the driver or their mechanic of choice. But would occur during remaining green flag conditions and could continue repairs inbetween heats, under the supervision of a technical inspector, with the car resuming racing in the next heat, provided the technical inspector is satisfied; however, the race and heats will continue on unabated and will not wait for an repairs to be completed.

7. Divers may realign braid and re-tape/clean tires at the begining of each heat.

Handout Motors and Tires

8. Only the approved handout tires may be used (i.e., PGT 20115LMDF) on track for the race as well as qualifying and practice.

9. Only the approved NSR Shark 25k handout motors may be used; all motors will tagged with tamperproof stickers; any signs of tampering with the sticker and or motor wrapper will automatically disqualify the motor and the entrant.

Approved Parts

10. The race class is ithe GT3 class. Only NSR parts are to be used, unless otherwise mentioned. Only NSR GT3 mould/bodied cars release before May 1; cars may race in any livery (real or fantasy as long as the number is visible in three places).

11. All cars must race in the same configuration – i.e., the read (“extra hard”) sidewinder pod (i.e., part #1264) to accomodate the NSR Shark 25k handout motor.

12. The approved chassis is the standard (medium) black chassis:
    a. Aston Martin Vantage: #1457

b. Audi R8 LMS: #1474
c. BMZ Z4: #1461
d. Corvette C6R: #1453
e. Corvette C7R: #1490
f. Mercedes AMG GT3: #1605
g. Porsche 997 GT3: #1470

13. The original pod screws must be used (part # 4833); the stock body screws (part #4833) may be used or changed with any of the following NSR aftermarket body screws (parts #4834 – M2.2x8mm 1.9mm diameter, #4836 – M2.2 x8mm partially threaded; #4839 - Body screws may be used in conjunction with a shim (free choice of type), if desired.

14. The stock plastic cups used to help secure the pod to the chassis must be retained (part #1202)

15. Suspensions are not permitted.

16. Guide arms may be secured or not, up to the discretion of the driver.

17. Pinions and gears may be changed to accomodate a personal gearing ratio to accomodate individual driving styles.

18. Approved are the extra light metal pinions (6910 – 10 tooth, 6911 – 11 tooth, 6912 – 12 tooth, 6913 – 13 tooth).

19. Approved at the extralight aluminum gears:
    a. 6030 – 30 tooth - electric blue
    b. 6031 – 31 tooth – red
    c. 6032 – 32 tooth - black
    d. 6033 – 33 tooth - violet
    e. 6034 – 34 tooth - gold
    f. 6035 – 35 tooth - blue
    g. 6036 – 36 tooth – RK grey
    h. 6037 – 37 tooth - dark green

20. Stock guides (part #4841) may be changed to any NSR guide; accordingly after market guide screws may be used – part #4857 for either guide #4844/4845 or part #4852 for guide #4844.

21. Guides may be shimmed; free choice of guide shims.

22. Free choice of braid.

23. The standard white motor wire (part #4823) is the approved motor wire.

24. The standard eylets (part #4821) are the approved eyelets. Guide wire may be secured to the eyelet (e.g., via soldering), if desired.

25. Magnets may be left in and used as ballast or removed.

26. Free choice of type of ballast may be used; all ballast must be secured inside the car

27. Standard bushings (part #4803) may be used in addition to no friction bushings (part #4847 and 4807)

28. Free choice of axle shims and spacers (either plastic or metal); unlimited amount.

29. Only the standard rear and front (part #4866) axles are approved.

30. Only the standard front (17" part #5003) and rear wheel (17" part #5004 air ride wheel) are approved.

31. Correct inserts must be used for each car:
    a. Part #5422 – white
    b. Part #5424 – black
    c. Part #5426 – silver
    d. Part #5428 – red
    e. Part #5429 – blue
    f. Part #5430 – black

g. Part #5431 – white
h. Part #5432 – silver

32. Stock front tires may be used or may be replaced with NSR zero grip (part 5226 18x8) or #5202 (19x10) or #5247 (19.5x8)

33. Free choice of engine screws to secure the motor to the pod; stock NSR part is #4856 for reference.

34. Front axles set screws are free choice; stock NSR part # is 4864 (M2x5mm) for reference.

Approved Tuning

1. Body posts may be not shimmed or reinforced (e.g., sleeved).

2. No exterior modifications to the body allowed - all "glass" that comes with a given stock body must be present.

3. Original stock interiors must be retained. No photo interiors or Lexan cockpits. Cockpits/driver trays may be secured to the body.

4. No tape used to repair the body is allowed on the exterior of the body (interior only).

5. Light kits are NOT mandatory but may be used is desired; any light kit may be used.

6. Body posts may <u>not</u> be sanded to reduce their length; likewise the pod or chassis holes may <u>not</u> be sanded down to lower the centre of gravity of the body.

7. Bodies must be secured using all available body screws per chassis design – i.e., no omitting body screws.

8. Bodies may not be sanded to remove materials as a means to lighten them. During technical inspection, bodies will be weghed separately from the rolling chassis to determine if they meet the minimum body weight. Minimum body weights as posted by NSR are as follows:
    a. Aston Martin Vantage: 19.5 gr
    b. Audi R8 LMS: 20.5 gr
    c. BMZ Z4: 19.3 gr
    d. Corvette C6R: 20 gr
    e. Corvette C7R: 21.5 gr
    f. Mercedes AMG GT3: 21 gr
    g. Porsche 997 GT3: 19.5 gr

9. The chassis and the motor pod may be lightly sanded to remove any flashing; however, removing material will disqualify their use.

10. Front axles holder openings may be lightly sanded or filed to allow the front axle to spin freely.

11. 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.

12. 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.

13. No modifications to chassis are permitted (e.g., this includes no modifications for strengthening or reinforcing the chassis or impregnating the chassis with metal).

14. The original driver tray and windows must be used (i.e., no lexan or lightweight replacements).

15. The handout motor may be screwed in with engine screws to be secured to the pod and/or be glued.

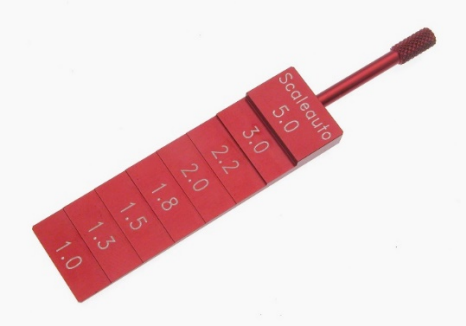
16. Minimum total weight by car will be as follows:

a. Aston Martin Vantage: 77 gr
b. Audi R8 LMS: 77 g
c. BMZ Z4: 87 gr
d. Corvette C6R: 77 gr
e. Corvette C7R: 78 gr
f. Mercedes AMG GT3: 78 gr
g. Porsche 997 GT3: 74 gr

17. Front tires may be coated with nail polish or superglue and/or trued; front tires must exceed 18mm in diameter.

18. All 4 tires must touch the set up block during technical inspection.

19. A minimum front clearance of 1mm must be achieved during technical inspection and be maintained for the race. Clearance will be measured by the ERD or HRD using the Scaleauto measuring tool (part #SC-5043).



20. Cars must start the race with complete details (mirrors, antennae, exhaust details etc); in the event that these pieces come off during racing they do not need to be repaired or replaced to continue racing.

21. 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.

22. Tape may not be impregnated with metal or used to seal in lead or weight external to the chassis bottom.

23. Bushings may be glued in place.

24. Chassis screwhole openings may be lightly filed / opened up for body float.

25. Excess motor shafts may be trimmed.

26. Motors cannot be opened for modification. Signs of tampering will disqualify the motor and the car. Motor inspection will be included as the pre-race technical inspection.

27. Motor pod may not be reinforced, braced or impregnated with metal.

28. Motors must sit in cradle/pod and pod must be flush with bottom of chassis.

29. Motor pod circular magnet holder area plastic may NOT be sanded away.

30. No weight is allowed on the bottom of the car or on outside of the body.

31. Tires may be glued and trued.

32. Any and all tire traction glue or tire treatments are illegal and will result in immediate disqualification.

In the event a tuning method or a part is not listed, it means it is NOT legal. Infractions identified during final scrutineering will be penalized on a basis of starting with adding specified additional weight/ballast (per infraction) up to and including disqualification from the event.