

SPORTING REGULATIONS - 24H 2024

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1 GENERAL AND NEW FEATURES

- The race will take place entirely on the CARRERA track with a modified layout on the following 12 driving positions: from 04 to 15.
- For ecological reasons and energy savings and to stick as closely as possible to the legend of the 24-hour events, the race will take place only in daylight and track lighting.
- Consequently, the main lighting in the room will remain off for the 24 hours of the race. The pilots will see night fall and day break !
- Car headlights must be turned off at the start of the race; they must be on from 8:00 p.m. to 7:00 a.m. They can remain lit until the end of the race.
- During the race, interventions on the cars will take place at the technical table under the supervision of a Marshall and the gaze of the opposing teams.
- A soldering iron, a pen for cleaning the braids, and a lubricating product will be made available by the club during the race.
- • Wear parts being provided by the club, they will be distributed on request to the race management.
- • After intervention, the technical table will be left clean.
- A number is assigned to each team upon final entry. This number corresponds to its location in the STANDS, the TRACK number for the first free practice session and the 1st MARSHALL station.
- • A "Team" sheet will be given, it will indicate the track numbers of the free practice sessions and the Marshall positions throughout the weekend.

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- No liquid product may be applied to tires and braids.
- These regulations will be respected, IN ALL POINTS, by all drivers registered for the event. Any complaint may be made to the race director only by a driver of a registered team, and at any time during the race. A quarter of an hour after the official finish of the race, no complaints will be admissible. Any legal recourse is excluded.

2 PROGRESS OF THE WEEKEND

- See the “weekend progress” document.

3 RACE DIRECTION

- The race director is Alain Laurent, president of the NCPC club.
- The deputy director is Joël Gonin, he carries out the duties of race director during the absence of the incumbent.
- Race management is ensured by designated club members, as well as local team drivers.

4 PILOTING

- Drivers must not encroach on their neighbors' vision zone (by moving strongly, leaning over, raising their arm to show their cars, wearing a cap, and so on).
- **The control relays are free in duration and number.**
- A technical intervention may take place on the team car during the driver change.
- Driver change is managed electronically
- The incoming driver waits until the existing driver has come down from the podium and badged before getting on.
- If this badge operation is not carried out correctly, the incoming driver exits through station 15, goes around the track to “badge” and position himself at his cockpit.

5 MARSHALLING

- Collectors are responsible for monitoring their collection area and can report racing events throughout the circuit to race management.
- The race management will be responsible for controlling and validating the collectors' Stop & Go declarations.
- If the number of teams is sufficient in relation to the number of collection stations, control of Stop & Go will be the responsibility of one or two supervisors in addition to the role of the collectors under the cover of race management.

6 HANDLES AND CHIPS

- The handles are of free model and brand, without electronic components incompatible with the DaVic system.

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- The connection of the handles is XLR type, on the power supply tracks. For the DaVic lane change socket, RCA type connection.
- The only DaVic chips authorized are those **which will be provided by the organization for a deposit of 30 euros. In fact, the proposed lighting system will have specific features** that can only be managed by a new version of the chip.
- At the end of the race, if they wish, the teams will be able to buy these new chips (the price is not yet known) otherwise they will be returned and the deposit will be returned
- The standard assembly of the connectables is as follows: Female tulips on the guide wires and male tulips on the motor terminals. Red wire on the right terminal of the guide.
- The location of the chip is free but fixed on the chassis.

7 FAILURES / MECHANICAL INTERVENTIONS / NON-CONFORMITIES

7.1 DURING FREE PRACTICES

- Each engine will be tested and their power noted in the “Team” sheet and the technical inspection recap sheet.
- If a drop in engine performance is reported by a team, a check of the engine power will be carried out on the test bench and if the drop in speed is confirmed, another engine and only one, will be given in exchange of the first.
- Except in the event of a breakdown, the car can only be removed from the track if it is on the reserved pit zone track. The car can only be put back on the track in the same pit area.
- Each team will have a place to maintain and prepare their car during testing. Electrical outlets will be provided for connecting lamps, soldering irons, and so on.

7.2 DURING QUALIFYING PRACTICES AND THE RACE

- All repairs and cleaning **requiring product and/or tools** must be carried out in the stand common to all teams (also called “technical table”) by removing the car previously immobilized on the pit lane.
- Only means provided by the organization (cleaning eraser, braid pen, taped board, etc.) can be used to clean braids and tires.
- In order to limit the contamination of the track contacts as much as possible, **it is strictly forbidden to use treatment products and personal liquids.**
- The mechanics must intervene directly at the technical table under the supervision of a “Marshall”.
- The wearing parts listed above will be requested directly from the race management.

7.3 DURING THE RACE

- Failure to comply with maintenance and repair rules during the race will result in the following sanctions:
 - 10 penalty laps (first time)

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- 15 penalty laps the following times.
- Will be tolerated, at the edge of the track, by a collector or by a member of the team, interventions aimed at restoring a car to running condition by simple and rapid manipulation of its elements: straightening a braid, refitting the chassis or the guide, put back a loose tire.
- **A collector is authorized to carry out these operations provided that he does not interrupt or disrupt normal collection activities.**
- If a car breaks down, its driver **must immediately report it and locate the car**, in order to avoid accidents. A collector or the driver must remove the broken down car from the track as quickly as possible. If the car cannot be repaired simply at the side of the track (ripped wire, loose tire, etc.), it is removed, then, once the repair has been carried out, the car is put back on the track in the pit lane.
- Outside of the racing phases (notably during “suspensions”), the cars are under closed park regime. That is to say, no mechanical intervention can take place. If a team is in the middle of mechanical intervention at the technical table at the time the race is suspended, it must cease all interventions until the race resumes.
- Exceptionally, only one headlight at the front and (or) at the rear may be tolerated (subject to acceptance by the race management)
- As a last resort, the race management may judge a car to be poorly lit if insufficient lighting would make its presence on the track dangerous.

7.4 INTERVENTION ON THE DAVIC CHIP

- Any chip failure will be considered as racing and will not give rise to any compensation in terms of number of laps.

8 SPECIFICITIES OF THE DAVIC SYSTEM

- The race will take place under the authority of the race director.
- Collectors are required to monitor their sector and enforce the regulations of this article throughout the race.
- No lap will be added in the event of non-detection when a car passes.

9 REGLES ET COMPORTEMENTS

9.1 BEHAVIOR

- It is prohibited to intentionally overtake while passing through the pit lanes and/or Stop & Go.
- There is therefore an infringement in the case where a hit car leaves the track, and has not committed the first fault. In this case, the collector on duty or the supervisor must report the infraction to the race management who will apply a Stop & Go to the offending team.
- If two cars follow each other on the same track, any stroller or percussion is prohibited
- (Whether or not it causes the pushed or hit car to leave the track).

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- It is up to the collector who witnessed the incident to judge whether the car hit did not commit the first fault. It is the collector on duty or the supervisor who must report violations observed on the track. **And it is only the race management which decides whether or not to apply a penalty.**

- ✓ It is forbidden to change tracks if another car is at your height on the target track. If the offending car causes the car which is at its height to exit, the collector on duty or the supervisor must report the infraction to the race management who will apply a Stop & Go to the offending team.
- ✓ When a driver (“driver 1” in the examples below) is followed and overtaken by another driver (“driver 2” in the examples below) located on the same lane, the driver placed in front must not change lanes (except in exceptional cases such as returning to the pits for example). It is up to the driver who is catching up with the other to change lanes and overtake. To facilitate the maneuver, the pilots involved can also talk to each other.

9.2 PENALTY/STOP & GO

- Any infraction must be reported by the collector(s) who noticed the fault (and not by the drivers!). In addition to their “usual” role as collectors, they are also “track marshals” and must report to the race management all faults observed during the race. They must therefore remain vigilant to everything that happens in their collection area.

- It is then up to the race management to decide whether or not to apply the penalty (generally a Stop & Go). If the fault is proven, the race direction warns the driver that he is expressly expected in the stop & go lane. (Prior to this, the race director ensures that the Stop & Go lane is clear).

- If a driver must perform a stop & go, the procedure to follow is as follows:

- From the moment the infraction is announced by race management, the driver has 10 laps to get to the Stop & Go lane.

- Once in the Stop & Go lane,

- Immobilization of the car for 10 seconds, the race director will specify the Stop & Go arrangements during the pre-race briefing.

- The race direction is the only one authorized to give and enforce this penalty. If the driver leaves too early, he will have to make another Stop & Go.

- If the driver has not stopped after 10 laps (except in cases of force majeure), a fixed penalty of 5 laps will be imposed and the team car will be stopped to make a mandatory driver change.

- If a driver has to make a stop & go in the last minute, if he does not have time to get there, 1 lap will be deducted from him after the finish.

9.3 TRACK EXITS / PICK UP

- **As soon as a team is welcomed on Saturday morning, it will be required to provide a pick-up (driver who is part of the team) from the free practice sessions.**

- Teams will have a first assigned pick-up station. Information on the cockpit and Marshalling stations is included in the “Team” sheet given to the teams upon their arrival.

- For collection station rotations, an additional collector designated by race management will replace the first collector to rotate and so on until the “interim” collector is replaced.

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- In the event of absence of the collector at his post, the team will be penalized by:
 - ✓ A warning the first time
 - ✓ penalty laps the second time
 - ✓ 25 penalty laps the following times
 - ✓ **In all cases, the team must provide a pick-up immediately, the driver in place must leave his post to pick up.** Drivers are asked to remain courteous to each other and to the collectors. They must not yell at the collector to signal him to go out, nor disrespect him.
- Following an exit from the track, **only in the case their car remains immobilized in the middle of the trajectory**, they must report the location of their car (without shouting) to the other drivers and the collector in place. This way, pilots will know **that they will have to slow down in the signaled zone**, and thus, an accident can perhaps be avoided.
- **In the absence of courtesy from the drivers towards the collectors, the following sanctions will be taken by the race director :**
 - ✓ 1st verbal warning
 - ✓ 2nd warning: a stop & go
 - ✓ 3rd warning: 10 penalty laps
 - ✓ Exclusion of the driver at fault for a minimum of 15 minutes
- In the event of exits from the track, the collectors must return the cars to the track, **on the lane(s) reserved for collection** (generally the exterior tracks), **in the exit area** (instructions will be given to you by the race management during the pre-race briefing).
- **If a driver arrives at a car stopped in the middle of his lane :**
 - ✓ Either he knows that he can stop without disturbing the other drivers (**he warns them anyway**), while the pick-up driver intervenes :
 - ✓ Either he must slow down significantly (always warning the other drivers), come “carefully” into contact with the stopped car, accelerate slowly to try to free the car from the racing trajectory, then, once the path is clear, resume his rhythm normal. It goes without saying that if, as a result of this maneuver, the two cars remain "hooked", the driver will have to stop near the nearest pick-up station.
- Likewise, when a car leaves in a place that is difficult to access and not very visible (for example under a bridge), or when the picker did not see the exit from the track due to lack of attention, the driver can alert the picker in a loud voice but without aggression.
- If necessary (for example a collector in difficulty because there are a large number of simultaneous track exits at his post) the race management can cut off the power supply to the track until the car returns to the track. Collectors can also request a power cut by asking in a loud but non-aggressive voice: “SUSPENSION”.

When picking up, it is forbidden to drink, eat, listen to music even with headphones, make telephone calls and of course sleep. The sanctions mentioned above are also valid in cases of absence due to these causes, despite physical presence.

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- Collectors are asked to carry out their work with as much rigor, efficiency and objectivity as possible.
- A return to the track must not cause any inconvenience to other competitors. If a complaint will not be admissible except in the event of obvious and repeated ANTI-SPORTS behavior by the collectors on duty.
- When several cars go off the track at the same time and in the same place, logic dictates that:
 - ✓ In the case of simultaneous exits of several cars, but independent of each other, the first car exited is given priority.
 - ✓ In the case of a “victim” car, exited by another car already exited, the said “victim” is put back on the track first.