

Viper Pit Slot Car Raceway Enduro Rules

Revised: November 9, 2022, rev. 1

Race format:

1. The race shall consist of ten-minute heats, run in European rotation sequence. There will be three-minute breaks between heats.
2. Two-driver teams. In the event more than eight teams enter the race, sit-outs will be used.
3. Team assignment: specific method to be announced, but it will team recent A main drivers with recent B main drivers in a random manner. Drivers not involved in weekly racing will be assigned A or B based on their racing experience/performance by the track owner or race director. There will be no individual entries. If there are an odd number of entries, the track owner or race director may allow the formation of a three-driver team that will favor overall balance of team experience.
4. Each team may build and test as many cars as needed beforehand, but will enter only two cars for the race, consisting of one LMP entry and one GT car. There will be no backup cars during the race.
5. Each team will be randomly assigned a starting lane and beginning class (LMP or GT). At the start, four teams will be selected to run LMP, and four teams will run GT. In subsequent heats, each team will alternate class, such that during any heat, half the field is running LMP cars and the other half is running GT cars.
6. Each team driver will drive two LMP and two GT heats. Who drives which lane is a team decision, but the race director must be informed in advance for the purpose of keeping accurate records.
8. All necessary car maintenance will be done under green flag or during a break between heats. However, under green, **one team member** ~~non-driving-racer~~ must perform turn marshaling duties. No abandoning turn marshal responsibilities to work on a car. No stoppage for an ailing car, other than to collect it.
9. The race director has the right to stop the race at any time and perform tech on any entry. This is done primarily to protect the track from cars dragging the track because of worn tires.

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Technical:

1. Two racing classes:
 - A. LMP/GT-1, herein collectively referred to as LMP (list of acceptable bodies below)
 - B. GT (list of acceptable bodies below)
2. LMP class will use either Mid-America Retro Eagle or Chicagoland CR102 motor; 64-pitch gearing is open.
3. GT class will use Mid-America Stomp motor geared at 15/34 (64-pitch)
7. Each entry will use commercially available 4" two- or three-piece flexi frames. No Indy frames. No Mid-America Mercury frames.
 - A. Commercially available light pans permitted.
 - B. May use lead weight as needed, attached to the top of the chassis.
 - C. Use of tape permitted on either side of frame. Tape on the underside of the frame must stick absolutely flush with bottom.
 - D. No frame cutting, may solder motor in place, motor brace permitted. Pin tubes permitted.
5. A car must pass generally-accepted rules for max width (83 mm or ~3.26"), min rear clearance (.0625") (~~0.047"~~), and front pan and center section clearance (0.010"), as measured with the entire car resting on a slotted tech plate.
6. All motors are factory sealed and therefore must remain unopened. All motors must bear the manufacturer's permanent etching on the motor can for identification purposes.
7. 3/32" solid rear axle required. Flatted axles are permitted.
8. 3/32" Bushings, oilites, or ball bearings are permitted at rear axle.
9. Front axle and tires are optional depending on frame. If fronts are not used, a car body must have front-wheel decals in place.

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10, Bodies must be painted and contain at least three numbers. Drivers are optional as is practice at the Viper Pit. Bodies should be cut along body mold lines and appropriately mounted so as not to exaggerate the appearance or aero-performance of the body. No added wing material is permitted on any entry.

Acceptable LMP bodies: JK Products closed cockpit 4" Le Mans prototype bodies, .010" thickness

- B100B Bentley
- B111B Bentley 03
- B112B Peugeot 908 HDi
- B113B Mazda Dyson
- B114B Lola
- B150B Mercedes CLR
- B84B Toyota GT1
- B85B Porsche GT1
- B86B Audi RSC 99

Acceptable GT bodies: JK Products 4" GT bodies, .010" thickness

- B103B Morgan Aero
- B161B Jaguar GTS
- B59B Viper
- B62B Ferrari Maranello
- B75B Cadillac CTS
- B76B Aston Martin
- B78B Corvette C6
- Additionally: Kelly Corvette (Aaron has several at this time)

Notes:

This race is considered a special event at the Viper Pit. Its continued success will depend on all racers preparing their cars and racing to the best of their abilities, as well as showing best racing behavior. This includes final team assignments – no complaining is expected once final assignments are announced. Neither is it acceptable to withdraw from the race due to team assignment – that is the epitome of poor sportsmanship and that is not what we're about.

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The race will see four faster and four slower cars on the track at any time; this is in the spirit of Le Mans-style endurance racing. Drivers of both classes will be expected to judge closing speeds appropriately, and the drivers of GT will be expected to “move aside” and let LMPs pass unimpeded on straight sections of track. In other words, all racers are expected to drive their best but within their class (LMP or GT) at all times. Flagrant violation of racing rules may result in lap or time-out penalties.

The list of acceptable bodies covers all current JK closed-cockpit LMP cars and all cars designated as GT. It is unreasonable to expect the track owner to carry every body style; however, several bodies of each class will be ordered and in stock. The Viper Pit already has several of the legal LMP bodies and the GT - Kelly Corvette. In addition, we have cycled through LMP before in weekly racing, so look through your body boxes and its likely you will find a nice body.