



Rules for IR GT CARS 17-19 June ZAGREB (Croatia)

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1. CATEGORIES

International Race is open for three categories in GT: GT Italian Rules, GT International Rules and GT electric cars.

2. RACE FORMAT FOR EFRA INTERNATIONAL RACE

1. Free practice for an IR is allowed from the Friday preceding the Race. It will not be allowed for competitors in the event to practice for 10 days before this Friday.
2. 5 Rounds of Qualifying will be run, irrespective of the number of drivers. Qualifying is 5 minutes + last lap. The starting procedure used will be **FLYING START**.
3. A point system will be used to establish the qualifying result.
4. **ONLY OR IC:** With everybody qualifying for Christmas Tree sub-finals other than drivers qualifying directly for the 'Main' Final. The no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a 'super-pole' final after completing the last Round of Qualifying. Each driver will drive the 'super-pole' individually on the track, for 6 consecutive laps including warm-up on controlled tires (from last round). The 'super-pole' running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the 'Main' Final and take the second position on the starting grid. The other drivers from the 'super-pole' will start in the semifinals as per qualifying ranking.
5. The number of Rounds to count is as follows:
 - 1 Qualifying Round completed -- 1 by laps and total time.
 - 2 Qualifying Rounds completed -- 1 best by laps and total time.
 - 3 Qualifying Rounds completed -- 2 best point scores to count.
 - 4 Qualifying Rounds completed -- 2 best point scores to count.
 - 5 Qualifying Rounds completed -- 3 best point scores to count.

Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points etc.

If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round) Overall Qualifying positions are decided by each drivers 'best' (lowest) points being added together, based on the number of Rounds to count as shown in above table. In the event of a tied position, the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (e.g. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points



Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as the table above. **Rain procedure:** Only rounds ran under the same conditions will count. Same conditions means: no differences in average lap time by more than 20%. The Race director together with the referee will make the final decision

6. Time schedule: The time schedule should not be rigid but adapted to the number of entrants. As a guideline:

Friday: Free practice in the morning and controlled timed practice with control tires in the afternoon (reseeding).

Saturday: 5 rounds qualifying and "super pole" (only for IC)

Sunday: Finals

7. The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. The heats shall contain a maximum of 10 drivers. The Controlled Timed Practice heat and qualification will be of 5 minutes duration. The ranking from controlled timed practice will be used to make the heats for the qualification heats. The arrangements of the Qualifying heats and the numbering will be defined with the best result of 3 consecutive laps of the Driver, made during controlled timed practice runs.

8. General format for sub-finals and main final (ONLY FOR IC):

Lower finals: Duration for lowers finals will be 20 minutes. The best 3 in each sub-final move up to the next final.

Semi-final: the best 3 in each semi-final move up to the main final , plus the best 2 remaining drivers from the 2 semi-finals combined. When racing conditions are different in the two semi-finals, the best 4 of each semi-final move up to the main final. Starting order for the drivers who moved up to the main final is based on number of laps and time for positions 3 to 10. In different circumstances it will be number 1 from the A semi-final who gets the number 3 and the number 1 from the B semi-final who gets the number 4 etc. After the first semi-final all cars will be put in Parc Fermé in technical inspection and they will be released after completion of the technical inspection of the 2nd semi-final. This will give all drivers that proceed to the final equal time for preparation.

Final: Main final will be 45 minutes duration.

9. General format for FINALS (ONLY FOR GT ELECTRIC CARS):



9.1. The qualifying results will determine the composition for all finals with the top 10 proceeding to the "A" main final and so on down.

9.2. There will be 10 drivers in each final where possible. Finals will be organized for all competitors. The winner determined from the combined A finals will be the champion.

9.3. All finals will be run in three legs from slow to fast.

9.4. The winner in the final get 1 point, second 2 points and so on up to 10 points for 10th driver.

9.5. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. The driver with the fastest laps and time total will be awarded the tie. In the case of a continuing tie, then the times from the second best position will be compared.

3. TECHNICAL RULES FOR EFRA INTERNATIONAL RACE

GT INTERNATIONAL RULES / IFMAR RULES

See Handbook 2016 - appendix 1 section 10

Exceptions:

- Fuel tanks with 150 c.c. capacity are allowed.
- Fuel may contain only methanol nitro methane and lubricating oil with a maximum of 25% nitro.

GT ITALIAN RULES

See appendix 1 section 10

Exceptions:

- Fuel tanks with 125 c.c. capacity are allowed.
- Fuel may contain only methanol nitro methane and lubricating oil with a maximum of 25% nitro.

GT ELECTRIC CARS

1. Technology

1.1 EGT8 vehicles. Admitted are all GT8 vehicles with brushless power, of a marketable 1/8 Buggy derived, and this correspond in essential parts, such as wishbones, differentials, etc.. The transmission of driving force to front and rear axle is effected by cardan shafts. Belt drive is not allowed. Ball differentials and rigid Through drive on the axles and freewheel front drive are prohibited, as well as mechanical or hydraulic brakes.



1.2 Specifications

1.2.1 Chassis

- Width: minimum 270 mm, maximum 310 mm
- Wheelbase: minimum 320 mm, maximum 395 mm
- Weight: 3.4 kg minimum, maximum 4.3 kg

1.2.2 Tires / Rims

1.2.2.1 Tires

Only rubber tires allowed, no foam tires. It allowed both profiled tires, as well slicks.

- Width: 45 mm Maximum
- Diameter: 94 mm minimum, maximum 105 mm

1.2.2.2 Wheels

Wheels must have a 17 mm hex and fixed a screw. Quick release fasteners are not permitted.

- Width: 45 mm Maximum
- Diameter: 80 mm +/- 5 mm

1.2.3 Body

There are approved to cover all bodies on the market that all 4 wheels, and are to be assigned from the original ago one of the following vehicle categories. Vehicle Categories: GT, GT1, GT2, ALMS, DTM, Briefly, each GT similar body that is recognizable as such.

Bodies with vertical sides (as nitro 1/8) are prohibited.

- Width: 315 mm maximum
- Length: maximum 730 mm with spoiler
- Height: Max 200 mm incl Spoiler

The upper edge of the spoiler must not exceed the highest point the roof does not protrude beyond.

1.2.4 Spoiler



The spoiler has to be placed on the body. There are both supplied by the trailer builder, as well as third-party spoiler allowed. Buggy typical spoilers are prohibited.

- Width: maximum 310 mm inclusive side dams
- Depth: maximum 77 mm (chord)
- Sides dams: maximum width 90 mm, height tbd

The upper edge of the spoiler may not protrude beyond the highest point of the roof. The overhang over the rear end of the body may not exceed 20 mm. The material is free, but it must be designed so that poses no risk of injury from him.

1.2.5 Aerodynamic add-ons

Aerodynamic aids like diffuser and flaps are allowed, if offered by the vehicle manufacturer, or a secondary source.

1.2.6 Bumper

All vehicles must be fitted with a bumper made of hard foam. This must be completely covered by the body. It must surpass forward by at least 20 mm, the contour of the hard front rammer. The thickness must be at least 25 mm.

1.3 Battery

Admitted are all Hardcase Lipo batteries up to a maximum voltage of 25.2 V. When you load a maximum charge voltage of 4.2 V is required. It shall be used appropriate chargers which ensure compliance with this value. For a violation of this rule a disqualification for the current run is carried out, in case of recurrence of the event. It must be observed that current safety measures when loading Lipos. Responsible for this is each participant. Instructions of the organizer must be followed.

1.4 Electronics

The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission.

1.5 Motor



There are brushless motors approved with the following maximum dimensions:

- Diameter: 42 mm Maximum
- Length: maximum 75 mm

There are both engines and approved without sensor. The manufacturer is optional. For the KV value following recommendation applies:

- 6 S (22.2 V) 1900 RPM / V
- 4 S (14.8 V) 2450 RPM / V
- 3 S (11.1 V) 3150 RPM / V

This is not a requirement but an indication of the boundaries at the respective voltages.

1.6 Controller

The controller (ESC) is optional.

4. CONTROL TIRE

1. General rules

1.1 Control tire will be mandatory for the event.

1.2. Any kind of additive with the aim to get more traction is not allowed during the whole meeting, included free practice and controlled timed practice.

1.3. Official tire for the meeting will be selected for the Federation together with the organizer at least 4 weeks before the International Race. They must consider to choose the official tire items like: track surface, price and other important points with the aim to get best traction as possible and best conditions for the drivers.

2. Control tire procedure during the meeting

2.1 Reused tires during the meeting is allowed.

2.2 Drivers must order quantity of tires for whole meeting. Those tires must be in controlled area in the track in a personal box with driver's name and entry number. Drivers, if need it, can order additional tires during the meeting to complete the event. Maximum set tires for whole IR in a controlled area: 6 sets of tires (6 pairs front and 6 pairs rear). If additional set of tires is need it for any reason, driver will be penalised. The penalty will be fixed in the drivers meeting or team manager meeting.

2.3 For free practice, drivers have free choice of tires used, but no treatment is allowed. From the start of controlled timed practice (used for seeding), drivers have to use the Hand-Out tires.



2.4 Rain:- In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tire can be used which has not been treated in any way, with the aim to get more or less traction.

2.5 Tires must be used as they are supplied (no modification to the rims, except the axle hole and no shore meters can be used to select tires) and will be given out and fitted in the controlled area. Drivers must only use tires which they have in their respective box in the controlled area.

2.6 When race is over and/or after technical inspection, drivers must leave tires in their respective box in the controlled area and they must leave the pit lane without tires. If any tire leave the controlled area, they will not be used anymore during the whole event.

2.7 Drivers who have finished their participation in the IR, they can collect their tires for the controlled area.

5. OTHER ITEMS

1. Any other important point which could be important for the IR and they are not in this rules must be followed with this order:

- HANDBOOK 2016

- Decision made in the team managers meeting or drivers meeting with simple majority of votes.