



**1/8<sup>th</sup> SCALE IGNITION OFF ROAD CARS**  
**EUROPEAN CHAMPIONSHIP B**  
**FUENCARRAL – MADRID (SPAIN)**  
**TEAM MANAGER MEETING**

**GENERAL INSTRUCTIONS**

***Driver Registration.***

It will be during Thursday afternoon and Friday morning. Organizers will give to the Team Manager of each country the accreditation card for each driver, mechanic and visitors. The Team Managers will receive as well one envelope for each driver with the driver's name, main frequency and the transponder that each of his driver must mount in his car. There will be as well the Radio impound number and the numbers of the car, 3 numbers, to be placed in each of the 3 **windows** of the car, front, left and right.

The Team manager will receive a list of his country drivers, the list contains all data of them (Efra licence number, frequencies, transponder, age, car's brand, engine and other data that the organizers may need). The Team Manager must check out every data with his drivers and return the form with all data filled in or any possible amendment done to the time keeper a.s.a.p. (as soon as possible).

Each country has its reserved tables. Only you can use this one and you can only use this one.

**Without the accreditation card it is not allowed to participate in a practice/control practice.** The frequency to be used is the one allowed/assigned by the organiser.

**IMPORTANT: Team Manager will have to give back envelopes of "not coming drivers" (drivers he is sure will not attend the event).**

***General moving***

For Practice, Qualifying and finals, drivers shall wait beside the stairs close to the paddock area of the rostrum. After the practice or qualifying are over the drivers leave the rostrum using the stair on the right (opposite side) and become immediately in marshal.

**For Practice and qualifying immediately the drivers shall become in marshals.** For practice and qualifying the drivers must drive always from his place (number) in the rostrum. Only during the finals, driver can choose his place in order at his number (first #1, second #2, etc).



### **Free Practice & control practice: reseeding**

Free practice is organised by 12 fixed practice groups of 12 drivers each one. These heats are published in the result board. All drivers will have 2 rounds of free practice and two more for control practice. In these two rounds the starting procedure will be as the one to be used in qualifying rounds. The 2 last ones of Friday shall be used to do the reseeding for qualifying groups. **The best 3 consecutive laps will be used for reseeding purposes.** Please, all cars must carry its numbers. 2 mechanics are allowed for each driver.

### **All transmitters must be always in its place in the rostrum.**

If any drivers need to do or check his radio system or do an adjustment in the car that needs the transmitter, he shall/can do it, going up to the rostrum with the car where the Steward of the rostrum or the Race Director will check his frequency with the ones used in this moment in the practice. It is strongly advisable to do that with his Team Manager assisting him.

### **Technical Inspection**

During Thursday afternoon and Friday morning, one by one, all drivers must pass pre technical inspection. The drivers, during that time, will bring his cars to pass the technical inspection and mark his chassis.

During qualifying rounds, after final will be given, **all cars** will go immediately to Technical Inspection with fuel bottle.

### **Opening Ceremony**

Friday, about 19:30, after the 2nd round of control practice will be over we'll make the Opening Ceremony. The Organiser will call the Teams country per country and the drivers will walk from padock, walk straight until the front of the rostrum, little stop (a moment for press pictures), and after the pictures, the team will walk to its place on the track. Spanish Team, as organiser country, will do the parade the last one.

### **Qualification**

Friday, after Opening Ceremony, organizers will publish the heats arrangement for Qualification, based in the results of the Control Practice.

There will be 4 rounds of Qualification. Qualification will be by 2 best results, by points.

After the race director opens the track, automatically 3 minutes after, computer give the flying start announcing 3 minutes, 2 minutes, 1 minute and 30 second to start.

Only when time-keeper advise "race is over", all cars immediately will go to pitlane, even cutting the track (only moment allowed to do it so).

**Remember:** No car can wait the start sound stopping before the antenna and it is not possible to cut the track during the 3 minutes before the start. This can mean a 10 seconds penalty or a pass through penalty.

The mechanic collects the car and goes directly to technical inspection, after turn off the batteries (no dismount). It is not allowed to dismount or to makes any other operation in the car. 2 mechanics are allowed for each driver.



## ***Marshalling***

Drivers become in Marshalls when they finish his heat and descent of the rostrum (practice & qualifying).

Drivers must go to his place (number) in the track, marshalling positions are clearly marked. No open shoes are allowed. Gloves and other protections are mandatory; Safety flushing jackets must be used.

Only the Race Director or his assistant is allowed to permit another driver o mechanic to act as marshal in name of a driver, and only in special circumstances. (see **new rule 8.15 of Handbook**)

If the driver is not in his place for marshalling at 1 minute before the start of the next heat, he will lose his best result. This penalty will not allow to this driver not to stay in his marshalling place the rest of the time of marshalling.

The drivers of the last heat will be the Marshalls in the first heat or final. (see table)

In Finals, marshalling will be done for country members. (see table).

**The marshalls stay in place with the safety jacket in his/her hands until replacement arrives.**

## ***Finals***

Saturday afternoon (see table), 1/512 to 1/128 finals will be run (15 minutes). Rest of finals will be on Sunday. The starting system is Lemans system. After some warm-up laps at 1 minute to start the Race Director call all cars to pitlane. After all cars are in the pitlane, and with the race director's authorization, only **1 mechanic** cross the main straight to his starting position. The 4 wheels of car must be on white box, none of those over the track surface.

The Start signal will be given with a horn.

10 minutes delay can only be asked at semi finals and final, not in any other subfinal

## ***Racing Procedure***

All transmitters must be impounded all the time; no radio is allowed to be outside the controlled area. The place is marked by inscription number. **During the race is not allowed to go down the rostrum with the radio.**

DSM Transmitters users (drivers) can't call for frequency problems.

## ***Racing Procedure – Extra rules***

5 minutes before start the race's day all transmitters must be in his place in the rostrum.

In the hall of boxes you can find numbers for the car.

Between rounds it is possible to go up to the rostrum to check radio, servos, etc. Also it is not permitted to leave the rostrum with the transmitter.

When the previous heat is over and the drivers have cleared the rostrum the new heat is allowed to proceed, exit will be by the opposite side, the drivers will return the radio to the Transmitter impound and "transform" themselves in Marshalls. They will go down DIRECTLY to their marshalling positions.

Positions in the rostrum: During Heats drivers must stand adjacent to their numbers on the rostrum.



For finals, drivers with lowest starting number may choose their position on the rostrum. His mechanic always down of his driver.

After marshalling the Marshalls, now again Drivers, will collect the car from Technical inspection, not before.

DSM Transmitters users can't call for frequency problems.

In Team manager's room, you as Team Manager can get all race results and any others informations published.

If any driver needs to change frequency or transponder number, you must use the special paper that you can find in Team manager's room. Only when Time Keeper will return to the Team Manager this paper signed the change will be allowed.

Spare transponders provided by the club will have a deposit of 100 euros as warranty.

All cars must bring 3 numbers: front, left, right, without any cut, always puts on the windows of body.

Referee can sanction his penalties with several "formats": warning, stop & go or drive through, this will be determined by the Referees

3 warnings mean disqualification or black flag.

Stop&go will be done in pit line by the mechanic. It is not possible before, during and after in this lap to do any repair or refuelling.

In a drive through penalty the car must pass through for pit lane at slow speed.

It's not allowed that the Marshalls do any repair in car during the race. This will become a time penalty for the driver and for the marshal.

**The use of Safety Charging Bags is mandatory for Lipo & Life batteries as per the EFRA rules. This is of primary importance.**

Please, advise to your drivers and mechanics the use of wastepaper basket is recommended. It's better for everybody.

Remember to your drivers and mechanics the education rules for better living this days.

Thank you for your collaboration.

Good luck and good race.