

Warm Up / EFRA GP 1/8 Off Road

Sand am Main / Germany

16. – 18.May 2014

General Instructions

General Moving

For Practice, Qualifying and finals drivers shall be waiting beside the stairs on the backside of the rostrum. After the practice or qualifying the drivers shall become in Marshalls and leave the rostrum on the stairs on the right side of the rostrum. The mechanics bring all cars after every heat to the technical inspection. For practice and qualifying the drivers must drive always from his place (number) on the rostrum. Only during the finals driver can choose his place in order at his dorsal (first #1, second #2, ...).

All transmitters must be always in his place in the rostrum, DSM transmitters, too. During the race is not allowed to go down the rostrum with the radio without permission of the race director. DSM transmitter users can not call for frequency problems.

Practice

All cars must use the starting numbers on the left and right windows. Practice will be organized in fixed practice groups of 12 drivers each one, with a practice time of about 10 minutes. These heats are published on the result board. 2 mechanics are allowed for each driver.

Technical Inspection

During Friday all drivers must pass pre technical inspection. The drivers during that time will bring his cars to pass the technical inspection and mark the chassis.

During qualifying rounds after final will be given, all cars will go immediately to technical inspection with the fuel bottle.

Qualification

Starting procedure: the race director opens the track, automatically 3 minutes after, computer gives the flying start horn, announcing before 3 minutes, 2 minutes, 1 minute and 30 seconds to the start.

Only when the time keeper or race director advises, for example, "car 5 finished" car Nr. 5 leaves the track in a goal after the 4 Jumps and stops here without to disturb or to hinder unfinished drivers cars. It's not allowed to drive more rounds on the track. The mechanics collect the car there and go directly to the technical inspection with enough fuel in the fuel bottle. It is not allowed to dismount anything or make any other operation before.

During the 3 minutes before the start it is not allowed to cut the track, this can mean a 10 second penalty, also if a car waits for the start sound before the antenna.

Marshalling

Drivers become in Marshalls when they finish the heat and descent of the rostrum. Drivers must go to his place in the track, positions are clearly marked. Safety flushing jackets must be used.

If the driver is not in place for marshalling at 1 minute before the start of the next heat, he will lose his best result. The drivers of the last heat will be the Marshalls for the first heat (see table on the result board).

All Marshalls remain on their place until the next Marshall is there!

Finals

Finals will be started on Saturday afternoon and will be continued on Sunday.

The starting system is Le Mans system. After Race director opens the track will be some warm up laps. The race director calls all cars to pit lane. After all cars are in pit lane and with the authorization of the race director only 1 mechanic carries the car to the starting position on the main straight. The 4 wheels of the car have to be in the marked area while the right rear wheel has to be at the curb. The start signal will be given with flag. If a mechanics hand is still at the car while the flag is lifted or the car is rolling out of the marked area this driver will get a penalty.

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

Between the second semi final and the main final the organizer will start the Over 40 final and the under 17 final. The best 12 seniors in the final Qualification list, which are not in semifinal, are welcome to start in this separate final.

Camping

In the camping area are air-conditioning and electric heating not allowed!!

Please empty your chemical toilets not in the vineyards, but in the toilet cabins on the camping area.

More information during the team manager meetings.

Cleanness

All waste had to be collected in refuse bags or bins!

Safty

Any battery pack carried on a modelcar, transmitter, starting box and so on, must be able to be disconnected quickly in an emergency. Direct soldering of battery packs is not acceptable. LiPo/LiFe drive batteries MUST be charged in a "LiPo-Sack" at all time. A "LiPo-Sack" is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

(EFRA Handbook 2013, General, 5.3.12, Page 63/64)

Now let's have some fun and see fair racing on this weekend.

Norbert Rasch

Ralf Bauer

Race-Director

Ass. Race-Director