

1- RACE

The Schumacher GP Spain Championship ("Schumacher GP") will run on Saturday and Sunday of the weekends announced by the club organizer.

On Friday from 10:00 a.m. to 6:00 p.m., the circuit for free practice will be open, every 15 minutes the track will be open for each of the categories, if there is a dominant category a longer period of time will be established.

Depending on the attendance, on Saturday, the circuit will open at 8:00 in the morning, the wheels of the participants will be collected and the engines will be delivered. In this sense, and depending on the attendance will run two or three heats for practice and two relocation, which should start at 10:00 hours, in the practice and relocation heats the wheel used is not controlled, but shall be the same model as the controlled one. In the 2 relocation heats of 6 minutes per category, a new ranking will be made according to the 3 best consecutive laps.

There will be 5 qualifying rounds of 6 minutes each, always depending on the inscription (two will be on Saturday and three on Sunday giving opportunity those who can only come on Sunday), which will add the score of the two best results of the rankings of each one of the qualifying rounds, these will determine their position in the final classification that will serve to make the Finals.

There will be three finals of 6 minutes per group, with the two best positions obtained by each driver being scored. In case of a tie, the best position obtained by the tied riders will be taken into account. If this persists, the laps and the time obtained in said better position will be taken into account.

The starting grid procedure of the Finals will be decided in the drivers' meeting of the first race of 2018 and will be valid for the rest of the races.

At the drivers meeting, a driver delegate will be selected, which will be representative of the affected driver and will speak with the race director. No direct claims are allowed to the race director, warning! It could mean the expulsion of the race.

For the purposes of the possible claims on results or technical verifications, the payment of a deposit of 150 euros will be required in order to present the claim. Only in the event that the claim is successful in favor of the complaining driver the amount of the deposit will be returned. Otherwise, the amount will be lost as a penalty, whose destination will be for the improvement of the championship or gift material for the participants.

2- MARSHALLING

The work of the drivers as stewards (Marshalls) will be considered mandatory and non-transferable. No driver will be exempt from this responsibility, except physical impediment that will be notified to the organization of the race at the time of registration or the same day of the race in your case.

The Marshalling will be carried out in the round or final to which It has run. It is not allowed to eat, smoke, use telephones while you are Marshall.

In order to be a Marshall, footwear must be used allow agile movement and minimally protect the feet (footwear closed), not admitting sandals, flip flops or similar.

A) BATTERIES

The use of Lipo / Life batteries with a maximum nominal voltage is permitted Lipos of 7,4v / 7,6v and Life 6,4v, of type 2S (two elements in series).

The brand, voltage, manufacturer, etc. must be clearly stated in each battery, not being valid those batteries that have lost the original indications of the manufacturer. Those batteries that are not valid if there are observed damaged externally or with deformations.

The batteries must have an equalizer cable, as well as chargers / chargers. The chargers must have specific programs for Lipos / Life cargo, that is to say CC / CV, with cut-off at 8.40 volts for Lipos and 7.40 volts for Life. Both loading and unloading must be done with the equalizing cable and in a safety bag at effect for the safety of all.

Any driver that is detected with higher charge voltage in its battery (more than 8.40v for Lipo or 7.40v for Life) will not go to dispute its heat or final, it does not have a value equal to or less than 8.40v or 7.40v.

The cars must be equipped with a battery fixing system according to the type of battery they use, which allows them to withstand a sudden impact of the race without it being thrown from the vehicle. The repetition of loss of battery due to the fixation system may suppose the disqualification of a driver.

For safety reasons, the driver who does not comply with the rules established in the present section will be automatically disqualified from the race, except as indicated in case of excess voltage, which if done repeatedly can mean the loss of the best heat.

B) MOTORS AND RATIOS

The allowed engines for Touring Stock F1 will be the Hobbywing 21.5 and 13.5 handout by the organization to each one of the participants: And its ratio will be free in F1 and 4.5 for Touring.

These engines cannot be opened to modify bearings, rotor etc ... Therefore, any driver who fails to comply with this rule will be disqualified from the race.

The use of cooling fans for motors, whether connected to 7.4 or 6.0V, is allowed and recommended.

C) ESC

You can use any type of ESC with a recognizable brand and marketed in the Spanish market, as long as you can use Blinky mode software (0 timing). The drive should have some lights to be able to distinguish that it is in 0 timing mode.

The ESC must have a voltage cut-off system, for safety reasons, which must be activated in races and trainings.

The only modification allowed will be to shorten the cables and solder them directly to the engine.

The use of reverse gear is not permitted.

We have verified that for certain LRP ESC and other brands that are not Hobbywing, it was difficult for them to enter into programming, and therefore, it may be necessary to carry out the set-up with the sensor cable disconnected, and when it is adjusted, the cable must be connected again. it works perfectly.

D) TIRES

The tires will be purchased by the participants at their own expense, so they must be delivered in the original blister pack to the organization on Saturday in the schedule previously established for the marking of the same.

- A) Touring Tyres: Rush 32M R2 or Rus 36VR2. The tyre will be chosen by the master of the track, and it can be purchased at the track, please stick around about the news to know which model will be chosen for each event.
- B) F1 Tyres: Free, but only one set! Please note, that the tyres will be duly marked after first qualification round.

Wheels that have been delivered in a defective blister or have evidence of tampering will not be admitted.

If the organization considers that a driver has tampered with the tires, it can exclude it from the race and championship.

Only the use of a single wheeled car per race is allowed for Stock and F1, and two for Modified.

The Tyres will be marked before the start of the race by the organization.

In case of breakage of a wheel, it is possible to replace it with another (previous new marking and authorization of the organization). Deliberate breakage by the participant will result in disqualification.

The use and type of additives for the tires will be free, as long as they are incoloros

E) MEASUREMENTS

Touring:

- i. Maximum width with body: 200mm
- ii. Maximum width without body: 190mm
- iii. Minimum height (body roof): 115mm
- iv. Maximum wheelbase: 270mm
- v. Maximum dimensions rear spoiler: 190x40x25mm
- saw. Maximum height of the rear bumper: 35mm
- vii. Minimum weight: 1350 grams in running order.
- viii. It is understood that all measurements are made with the car in
- ix. driving order and supported on the ground on all four wheels.
- x. Only the use of 4-door sedans and in perfect condition is allowed. GT-type bodies or trays are not allowed. They have to be bodies of recognized brands and marketed in the Spanish market.

F1:

- i. Maximum width: 190 mm
- ii. Minimum weight = 1050 in running order.
- iii. Minimum height = 4 mm
- iv. Independent front shock absorbers are not allowed.
- v. The main chassis plate should not protrude from the body when viewed from above

4- VERIFICATIONS

The tyres delivered by the drivers will be mixed and randomly awarded among the drivers, they will be delivered before Saturday's qualifying races at the time determined by the organization in the calendar depending on the number of registered.

For the motors it will be verified that they have not been manipulated, the organization will be able to change the engine to the participant under his opinion without the consent of the driver. The manipulation by the participant driver will lead to his expulsion.

The ratio can be verified at any time, non-compliance with this rule leads to the direct expulsion of the race.

The technical checks will be carried out before the departure of the Heats or Finals.

The responsibility for the legality of the vehicle, as well as the issuing command, will fall on the drivers.

It is mandatory to go to the verifications. In case of not attending the driver will not be able to participate in said Heat or Final.

Any driver that is detected with higher charging voltage in its battery (more than 8.40v) Will not go to dispute his sleeve or final until it is not have a value equal to or less than 8.40v and in a repetitive case in a race (three alternate or consecutive races) will be disqualified from the race.

5- FINAL PROVISIONS

The registration fee is € 30 for each of the categories, and will be made by bank transfer to the account indicated by the organizing club.

For everything not covered in this regulation, the decision of the organizing club and the Race Director will be taken into account