

GP of Germany

1/8 Off Road

Sand am Main

13. – 15.05.2011

General Instructions

Driver Registration

It will be during Thursday afternoon (14:00 – 19:00) and Friday Morning (07:30 – 12:00). Each driver comes to the registration to get an envelope with the main frequency, the transponder which must be mount in the car, the radio impound number, and the numbers of the car, to be placed in each of the three windows of the car, front, left and right.

The team manager will receive a list of his country drivers; the list contains all necessary data's. The Team manager must check every data with his drivers and return the form with all data filled in or with the amendments to the race director as soon as possible, latest time is the end of the second practice heat.

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. During the race is not allowed to go down the rostrum with the radio. DSM transmitter users can not call for frequency problems.

Practice

All cars must use the starting numbers on the windows. Practice will be organized in fixed practice groups of 12 drivers each one. These heats are published on the result board. There will be 2 rounds of free practice and 2 rounds of controlled practice on Friday. In these two rounds the starting

procedure will be as the one to be used in qualifying rounds and these two rounds will be used for the reseeding for qualifying groups. The complete 5 minutes will be used for the reseeding purpose. 2 mechanics are allowed for each driver.

Technical Inspection

During Thursday afternoon and Friday morning 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

Friday as soon as possible organizers will publish the arrangement for qualification, based on the results of the controlled practice. There will be 4 rounds of qualification, the 2 best to count by points.

Saturday at 08:00 will be a round for check out problems of 3 minutes between starts. It's mandatory for all drivers to be at the rostrum and the car down with definitive heats and numbers.

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 advises "race is over" all cars immediately will go to the pit lane, even cutting the track. This is the only moment, which is allowed to do it so! 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.

The mechanics collect the cars and go directly to the technical inspection. It is not allowed to dismount anything or make any other operation before.

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).

Marshalling for the finals will be presented on the result board and the team manager meeting.

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.

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 Junior final. The best 12 Juniors in the final Qualification list, which are not in semifinal, are welcome to start in this separate final. This is not for the title of the best junior, but the juniors will have a lot of fun and race practice.

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.

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

Norbert Rasch

Race-Director

Ralf Bauer

Ass. Race-Director