

## **Driver's handbook**

This handbook is a resource for you as driver. It presents different practical issues to which you have to attend during the event. We hope it provides helpful as to enhance your racing experience not having to run into unnecessary practical problems.

The official ISRA rulebook always overrules this handbook in case of an interpretational conflict.

Have fun on the track!

The Race Direction



## The Info Counter

Many of the things that we need during the event are clearly announced how they are met, but there are always some things that are more personal to us each and everyone. In these cases please refer to the people at The Info Counter in the venue. We cannot solve all problems, but for sure we can hint a way for you to handle it on your own.

## Food and beverages at the venue

All through the event meals, snacks and beverages are possible to purchase in the hotel facilities.

Breakfast: mon-fri 6-9.30, sat 7.30-10.30 sun 8.00-10.30

Lunch: mon - fri 11-14, sat-sun 12-16

Dinner: mon-sun 17-22

Bar / Restaurant: 9-24

The venue is public, but it is accepted to drink alcohol on the premises. However, beware that you are there together with many others to compete with slot cars. People that are clearly intoxicated or badly hangover will not be permitted to drive in practice or competition. This follows the rule of sportsmanship in the ISRA rulebook. No refunds on the registration fees in case of withdrawal.

## Registration at arrival and race badge

As soon as you arrive at the venue the first time you need to register your arrival at the Info Counter. As you have registered you receive a personal Race badge to carry at all times when at the venue. You also receive all your eventually pre-ordered parts, a personal magnet for ticketed practice, lane change card, tech sheets for technical inspection and a small gift.



## Your service area

As a registered entrant you receive a personal service area for the event. Your service area is approximately 1000mm x 600mm deep. Place can be found from picture end of this handbook.

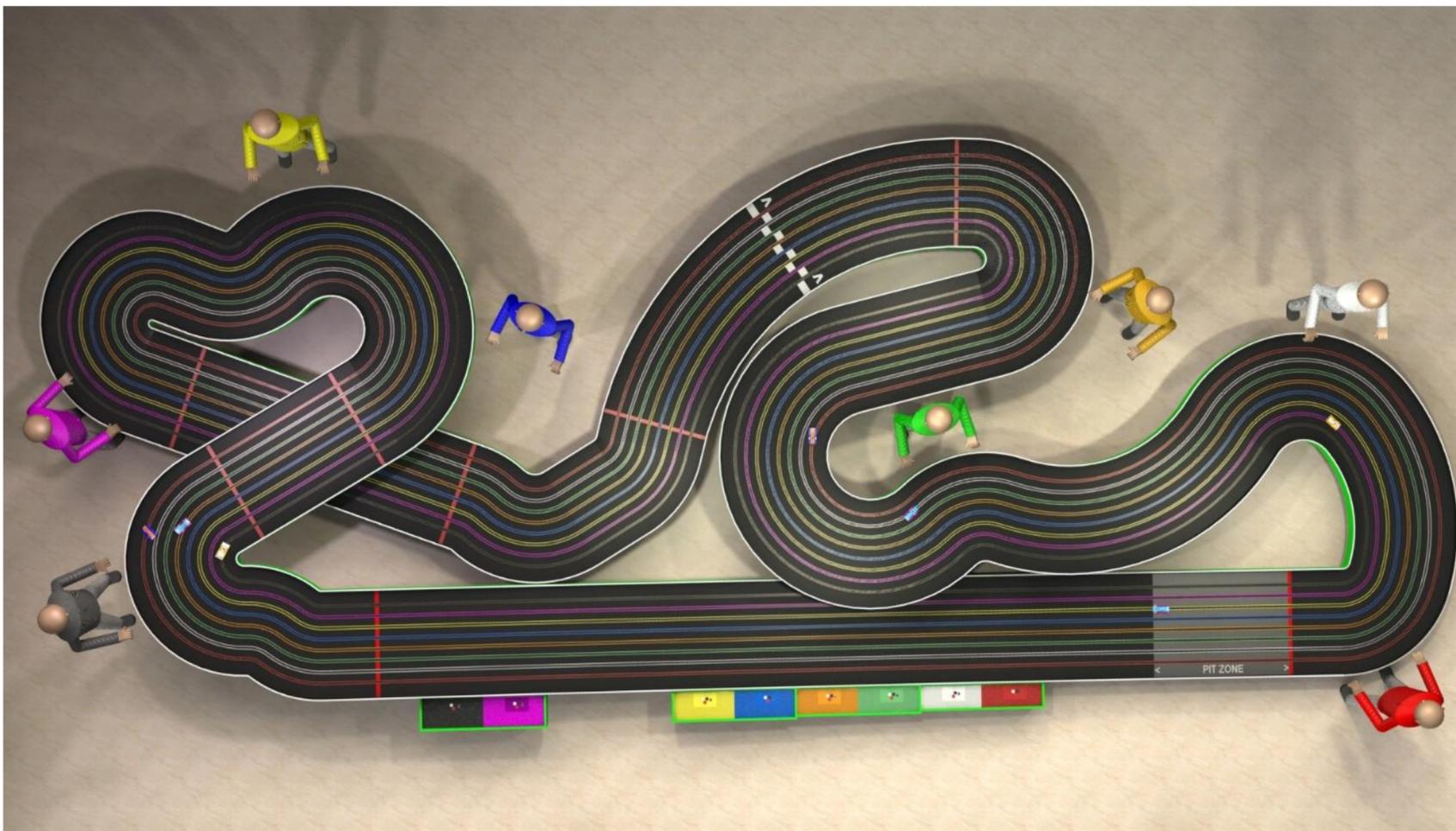
## Welcome cocktail

Friday October 12th at 17:30 – 18:30 in the Hotel restaurant

## Practical info about track venue and hotel facility

The track and the pit area are in the same big room, to avoid any possible noise during racing the use of air compressors is forbidden at any time.

## Track – marshalling positions



## Ticketed practice

Ticketed practice starting from Monday October 8th to Thursday October 11th. Friday October 12th is ticketed practice for non-host country entrants only. Ticketed practice runs as follows:

Each turn of practice is 1 lane of 4 minutes followed by 4 minutes of marshalling duty. To register for a heat you put your practice magnet on the practice board at race control. You may choose lane. It is necessary that you show your Race badge. The scheme is visible to everyone including the Race control at all times. It is only possible to register for one practice heat at the time, and not until after you have fulfilled your marshalling duties, except for your first heat of course.

## **Scheduled practice**

Each class has a designated time for scheduled practice. Every entrant/team has the same amount of practice following a heat distribution based on the ISRA ranking and equal time on each lane.

In the team race (Prod. 1/24) each team has 16 x 4 minutes, and in the sprint classes each entrant has 8 x 4 minutes.

The practice schedule is published well in advance of the start of practice. An entrant is responsible for being on time. There are no announcements for missing drivers. However, there are announcements for missing marshals. A missed marshalling duty renders a penalty accordingly to the ISRA rulebook. The scheduled practice is run in 2 groups (A and B) and 1 lane per turn.

## **Technical inspection and tech sheets**

The technical inspection is a thorough check of your car according to the rules. It is following a "Tech sheet" which you have to fill in before the submission of your car. In this sheet you make your own control first. At a designated area you find some official tech tools to check your measurements. Use them! It is of no use to argue that a personal caliper or other tools measures different. The official tools "talk". By doing your own check first many mistakes can be fixed before submission.

The timing of your technical inspection is based on the practice group you are in. Final submission is always 20 minutes past your last practice session, after last marshalling duty! At that time your car has to be in technical control, not in the line, but on the table sitting on it's filled in Tech sheet. Beyond that time you may get your car back for 5 minutes to repair if found illegal on any point. The 5 minutes are given after all cars in your practice group have been checked. After five minutes you have to re-submit your car on the tech table. If still not passing your car has to be repaired during warm-up or racing time and re-checked before it is placed on the track. To avoid this situation you may have your car technically inspected earlier. The inspection opens 1 hour before the first group reaches its limit. If found faulty you may repair it and have the car re-checked, however never beyond the set time as described above.

## **Enclosed park (parc fermé)**

A car that has passed the technical inspection is placed in the enclosed park for the full duration off the race. Only the people in charge of the enclosed park, the race director and the race controller have access to the cars. The cars will not be handed back until after the race is concluded.

## **Technical inspections on the fly**

Observe that you are responsible for your car and that it is in line with the rules during the complete race.

If your car is found faulty in an inspection on the fly it has to be fixed during race time irrespective if the car was passed through the technical inspection earlier.

The normal on the fly inspections are measuring rear tire width, overall width and rear height. However, there are a few considerations to be noticed which are covered by the unsportsmanlike conduct rule.

An example; your Production 24 car passed inspection, but at an inspection on the fly it is found with a hollow rear axle. That is not legal and you are disqualified.

Another example; you are found to add/have added chemicals on your rear tires. That is not legal and renders disqualification.

A third example; you have had your car checked with the body positioned correctly and covering the complete chassis incl. tires and guide in one unforced position as stated in the rulebook, but at an inspection on the fly the mounting is changed so that there is no position where the body covers it all. Then you have to correct it and you receive a warning.

However, if a problem is obviously caused by a racing incident dinting the body to show part of a pan or slightly show the front of the guide it will not require immediate repair. Observe that you are not allowed to rip or cut parts of the body that are original details to make it work better. If you need to do that, then it is time to repair your body instead, or if in the sprint races, change to your second body having one been submitted.

There is available service space close to the part of the track assigned as Pit Area.

Observe that you may only work on your car while the track is on green light. In lane changes and during track calls your car has to be held up in the air visible to race control. Still, you are allowed to change lane sticker, straighten braids and push in body pins during the lane change. Race control may require that you fix your car immediately (within 3 laps) if, for example, it is dragging, a major part of the body is missing or your car is a direct hazard to the rest of the cars. Front wheels are a special task.

In Eurosport classes and Production they need not to be replaced if lost during racing but before a next stage, whilst in Formula they have to be replaced immediately. This runs equivalent to sticker front wheels that may be missing in classes that accept stickers for front wheels.

If you change rear tires or gear your car must be re-checked for width of the tire and the rear overall width. This is done in the following lane change. If found to wide it has to be corrected immediately but during race time. The same procedure is followed if you change to your second body, but then of course regarding rear height.

In the Production team race all cars are re-inspected after the heat. If the blueprints of your motor, tires or body are tampered with, your chassis has been structurally changed, or any other requirement checked in tech is not in line with the rules, your team is disqualified. The post-check is aligned for wear and tear during racing, such as for example lower clearance or a partly damaged body.

## **Handout of parts for the team race**

The handout of the parts for the team race is Saturday morning, i.e. the first race day.

Your team receives

the following: 1 chassis with j-bars, 2 bodies, 1 interior, 1 motor and 2 pairs of tires. They are all sealed/marked and must not be tampered with. The handout procedure is based on a draw. One body is for practicing and the other is for the race.

Parts that are not meeting the requirements, i.e. a new but bent rim or a non-used motor with a bad bearing, may be exchanged. Parts that have been mishandled by the entrant may be changed at the charge equal to the market price, but motors only if they have not been soldered into a car and a maximum of 2 pairs of tires. A motor that shows particular bad characteristics (being slow) and is not tampered with in any way may be considered for a change by the race direction.

## **DO NOT's and penalties**

There are 3 types of penalties; warning, lap deduction, and disqualification.

Disqualification is based on the idea of unsportsmanlike conduct and ranges from repeated infractions of minor incidents to first infraction of cheating.

Please take some time and read the section on penalties in the rulebook thoroughly. If you are unsure ask the race director. There is no joy in handing out penalties, but the race direction will not hesitate doing so if needed.

## **Protests, race direction and the Race jury**

Within 5 minutes from the end of the race, that is the turn off of power of the final group of a stage of a race, you may file a protest concerning the results to the race direction. When filing a protest you have to deposit EUR 100. If the protest is upheld you get your deposit back, if not your deposit stays with ISRA. A protest is always handled by the Race jury as presented by the race director. This is done as soon as possible, but of course in a way that the argument of the protest can be thoroughly considered.

If you have issues regarding the racing please do not hesitate discussing it with the race director, Atte Hietalahti. If he finds it necessary to further the discussion to the race jury he does so. Most questions are usually possible to sort out in a direct conversation.

## **Prize ceremony, social dinner and afterparty**

Saturday October 20th starting at 19:00 in the Hotel restaurant

## **Race organization**

Race director Atte Hietalahti, Finland

Race controllers Marko Salomaa, Finland – Pyry Niemelä, Finland

Technical inspection Atte Hietalahti and by ISRA assigned officials

Track Eemeli Pöysä, Kimmo Rautama -Finland

Track technic Matti Fyhr, Finland

Venue Tumppe, Finland

***Good luck!***

408-409	97-185	-440	443-407	423-406	44-414	R A T A  H U O L T O
148-63	85-105	-168	444-404	146-421	32-401	
175-72	77-60	413-75	402-403	420-155	29-81	
125-67	15-34	189-35	416-427	52-415	6-12	
DEN - BEL	SWE	EST	FIN	FIN	FIN	

69 - 73	144 - 5	UKR ITA BRA
124 - 84	150 - 27	

### PITTABLE

### T E C H T A B L E



91 - 53	13 - 8	⊗
147 - 26	48 - 17	BRA

179 - 431	31 - 31	BRA RUS LVA
424 - 167	7 - 4	

158 - 121	38 - 30	LVA
424 - 167	22 - 20	

120 - 98	36 - 33	LVA ⊗
107-76	47 - 40	

64 - 59	50 - 110	LVA USA CZE
p100	111 - 110	

417 - 61	68 - 62	USA NZL
145 - 164	23 - 14	

p441-410	176 - 171	pSVK NZL USA UK ⊗
139-106	102 - 95	

82 - 70	58 - 51	UK USA
55 - 54	37 - 16	

Seat stand

2 - 2	3 - 1	CZE
46 - 21	18 - 10	

154 - 86	128 - 11	LTU UKR RUS
140 - 108	89 - 87	

p405 - p418  
p426 - p430

-p428

### H O T E L

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