



# EUROPEAN CRAWLER CUP'23

October 7/8th

*PRO-CLASS*

“PROTO”

## INTRODUCTION

With the purpose of carrying out a European championship, apart from those held by clubs, groups or associations not recognized by the European Federation (EFRA), **the First Edition of the Crawler European Cup** is held, which will be Managed by Delegates of the Crawler modality from different Spanish communities, whose main task will be to organize, coordinate and develop said Championship.

The championship will consist of **1 scoring event** in two 1.9 Categories and a single Class, **“PRO-CLASS\*”** Proto Scale 1/10 Senior, (“All Modified Scale RC Crawler Vehicle”). A Subcategory is called, Junior\*\* (on category 1.9 Pro-Class) drivers with a maximum of 17 years of age and completed in 2023, this is the maximum born in 2004).

\*Pro-Class is understood as a 1/10 scale car that meets the following conditions:

-1/10 Scale vehicle with double beam chassis, equipped with 4 independent fixed suspensions or leaf springs, a central transmission powered by a single engine and a body that completely covers the model.

The competition will be individually and the order of departure will be by strict order of registration. The order could be altered by the Organization if necessary.

This 2023, 120 places will be enabled, distributed as follows:

Each Country will have 5 Blocked Places during the first Registration period to guarantee their participation. Once this period is over, the rest of the places will be released for the rest of the drivers, always respecting the order of registration.

Each Driver will compete individually for the European Cup for drivers and in Representation of their Country.

**For the purposes of the championship, the valid classification will be the one resulting at the end of the sectors of said test, of all the registered drivers.**

**A date October 7 and 8, 2023. A place, Santa Coloma de Farners, Spain.  
One purpose, to raise the Scale Crawler Competition to the maximum power.**



# SPORTS REGULATIONS

Simple and Clear

*120 Drivers, 2 days, 8 zones and a unique environment*

**Contact:** 5 points. **Touch a Door:** 2 points. **Overturn/Roll Over:** 3 points.

**Removing a door in reverse:** 3 points. **Tap a ball:** 2 points.

**Jump an obstacle:** 5 points. **Repair:** 5 points. **Winch use:** 3 points.

**Progression Gate:** -1 point.

**Other penalties:** Non-compliance with the Technical Regulations: 5 points for non-compliance sector. Uncivil Conduct: 1 point. Driving below the minimum allowed distance: 1 point. Reposition elements of the car: 3 points.

**Excess Time:** 1 point every 15 seconds, up to a maximum of 60 seconds.

**Time Request:** Each Rider may request "Time" to reposition himself, inspect the track or recreate, a maximum of 3 times per section, once that credit has been exceeded, time will continue to count until the end of the route.

The objective of this championship is to show the world the professionalization of the modality, leaving the comfort zone previously established until now, where the limit is set by the drivers ability and his preparation.

Through EFRA, we intend to create a new competition concept where only the most cutting-edge models in the Scale Crawler 1.9 Proto class are up to the task, and we want to move away from the stereotypes that pigeonhole the Scale Crawler as a "Pleasant meeting" of Sunday and elevate it to the highest competition.



## EFRA PROFESSIONAL SCORE SYSTEM

### 1. PENALTIES IN THE RACE

**1.1 Delete a reverse door (+3 points)**, any other reverse maneuver does not penalize

**1.2 Touch or move an active door (+2 points)** They are given by any intentional or unintentional touch during the race, whether it is with the vehicle, the driver or any other object.

**1.2.1** If a vehicle touches a door, it cannot be penalized again at the same door, even if it touches the same door several times, yes, it must overcome it with a margin of maneuver of no more than 40cm on both sides of the door, one once it has been passed, it will be considered "dead" and will not be able to penalize the driver.

**1.2.2** "Dead" is understood as the gate that has been completely passed by the car, drawing an imaginary line between the two, or that has penalized it.

**1.3 Touch the Car "CONTACT" (+5 points)** it is understood by voluntary or accidental touch of the same with any part of the body or material.

**1.3.1** When touching the Car and helping it "CONTACT", you can never exceed the help contact more than a car and a half away (It would be considered DOUBLE CONTACT +5), or completely exceed a door in said help (It would be considered as Jumping Obstacle +5).

**1.4 Overturn/Roll Over (+3 points)** They occur when the vehicle, in its overturning action, separates the 4 tires from the ground in any direction, makes a 180° turn, or makes contact with the roof with the ground, yes, with the exception that in the action of going up or lower the plane on its 4 wheels.

If the vehicle needs manual help to replace it, the judge or driver will reposition the car in the Direction of Travel, immediately after the gate that was tried to be passed without going over it and in a safety position.

**1.5 Progression Gate (-1 Point)** Drivers will be granted this bonus each time they pass and eliminate a Progression Gate without having penalized at or before it since the last progression gate, if any.

**1.6 Repair (+5 points)** The repair of vehicles that do not require tools can be carried out (In Situ) without any additional sanction but time will continue to run; If the driver has to lift the car for damage inspection, he must notify the judges before doing so.

If the use of tools is necessary, it will be penalized, repairs carried out in less than a minute can be carried out on the circuit, those of more than a minute will be carried out outside the circuit in improvised boxes. If the repair lasts more than 30 minutes, the driver will obtain a FIASCO (not finished), if he had a score in favor or against, points would be awarded.

**1.7 Ball Jump (+2 points)** "Ball Jump" is understood as any situation in which one or more wheels, from the front and rear axles, pass "over" the Gate, be it the Left or Right mark of the Gate "without contact" and both inside or outside of it.

**1.8 Jump over an obstacle (+5 points)** It is understood by not making an obstacle, or by incurring in point 11.3.1.

**1.9 Using the winch (+3 points)**

**1.9.1 Improper use of the winch: (+5 points)** It is understood by the "movement or repositioning by dragging" in a state of rest or preparation by action of the winch, (That is, if when deploying the winch, we move the car from the place of detention or origin by manual action of the cable before its anchorage penalty will be applied.) Or exceed the established 50 cm.

**1.9.2 Improper anchoring (+5 Points)** It is understood by the anchoring of the winch in a non-Natural point "In Situ", it is completely forbidden to anchor the car in any other element that is not part of the layout.



**1.10** Each zone will have a limit of points previously established, which will be according to the difficulty and condition of the same.

**1.11 Fiasco**, the fiasco will be applied in the event that the established limit of Scores or Time Penalties per zone is reached, that is, if a zone has a limit of 10 points, the driver would cause a fiasco in said zone if he reached or exceeded said score, or if the maximum time established for it is exceeded in penalties, it would penalize with the maximum Score and Total Time until the Fiasco, having to write down the last control gate before the fiasco.

**1.12** Likewise, those participants who interfere in the decision of a judge will be penalized, being awarded with (+1) point each time it is necessary.

**1.13** The non-presentation to a test will be penalized with a total test fiasco, adding 0 to the General.

**1.14** Change of Motor/Variator (No Penalty), means the change to a motor/variator different from the one used in a test or due to breakage in it.

**1.15** Servo Change (No Penalty), each time a servo change is made that does not correspond to the one used in a test or due to breakage during it.

**1.16** Failing to notify the Organization of a change during the event, whether or not it is subject to a penalty (+5 points) apart from its pertinent penalty, if any.

**1.17** Running out of battery, both in the vehicle and in the transmitter. (**Fiasco in area**).

**1.18** The maximum penalty per Test will be 160 points distributed in all areas, with the minimum established at 40 points, always distributed between 2 or 8 routes.

**1.19** Driving below the allowed distance (**+1 point**) See 10.F.19

**1.20** The partial repositioning of the bodywork, battery or any other active part of the vehicle that does not require tools and does not interfere with the position or action of the car, will not be penalized. If, on the other hand, the body completely detaches from the vehicle, the battery is disconnected or an active part of it is lost, it would entail a penalty of (**+3 points**)

#### **CLARIFICATION:**

Once the touch is penalized, no other ball touch maneuver over the gate will be awarded until the vehicle clears the gate. Progression Gates will be specific gates marked with a Brand and Number, there will be a minimum of 1 and a maximum of 10 per Sector. Repair is understood as any mechanical or electrical inconvenience during the test. If the car overturns (Lateral) keeping only one wheel on the ground or resting on an element with direct contact of one or more wheels and due to the skill of the driver or luck manages to reposition it, it will not be penalized. If a vehicle rolls over during a maneuver and drags a door, only the maximum score will be taken into account, on the other hand, if during the maneuver it touches a door and then rolls over, both penalties will be taken into account.

Other penalties:

- Uncivil or unsportsmanlike conduct: +1
- Loss of route card: +5
- Forgery of the route card: Disqualification
- Modify track conditions without permission: +5
- Loss of bib number: +3
- Manipulation of the car without permission: +3
- Take the car out of the enclosure: +5
- Not wearing the corresponding Dorsal: +5
- Not showing up for the call: Fiasco in Zone
- Failure to comply with any aspect of the Technical Regulations by sector / area: +5

## **2. VEHICLE REQUIREMENTS**

- 2.1** Width: 270 mm (Total width, including weights, rubber bands, etc.)
- 2.2** Length: 330 mm (center of the shaft)
- 2.3** Chassis: Only vehicles with a single-piece double-beam chassis will be admitted, with no restrictions on the material.
- 2.4** The Chassis must exceed the line of the axles, the differential cover will be taken as a reference, also it cannot protrude under any circumstances from the Bodywork.
- 2.5** Bodywork: The use of tubular bodies and those that do not correspond to the Crawler modality is prohibited.
- 2.5.1** The bodies must belong to the 1/10 scale and Crawler modality, being Originals accessible in the market.
- 2.5.2** The body can be cut, but must retain the original width and height. It must cover at least all electrical or mechanical elements (eg suspension towers or electronics), with the exception of the suspension, axles, universal joints, links in side view and the wheel arch, which must be in accordance with its flexion. The minimum weight that must be thrown is stipulated in 95 grams. The electric winch and Bumpers are exempt as visible components outside the bodywork.
- 2.6** Direction: Only the direction on the front axle is allowed, leaving the double direction prohibited.
- 2.7** DIG: Its use is prohibited
- 2.8** Double Motor, its use is prohibited.
- 2.9** The use of additives in tires is strictly prohibited, their use will be grounds for disqualification. (In case of suspicions, the pertinent checks will be carried out in front of the accused)
- 2.10** Electric or Kinetic Winch (elastic) Its use is penalized.
- 2.11** Only 4 wheel drive vehicles will be admitted. (6x6 vehicles are prohibited)
- 2.12** It is strictly forbidden to combine 2.2 wheels with 1.9 tires and vice versa.





**Thus, there will be no limitation on:**

- Height
- In type or size of tire, 105, 110, 120 or 125 (as long as it is 1.9).
- In bodywork (Whether Complete or Cabin "In this case you must cover the mechanics").
- Motor, either Brushless or Brushed.
- steering servo
- Axes, whether porticos or linear.
- Tires as long as they are 1.9
- The use of any type of Lipo Batteries, whether 2S, 3S or 4S indistinctly.

### **3. REGISTRATION TO THE CHAMPIONSHIP.**

- They will be those registrations that are made before the start of each race, through the registration forms, published by the organizer on the aecar.org website and other means.
- It will have a cost of €25 per driver, once the first registration period opens, any driver who wishes can register for the test.
- The drivers will have 2 registration periods, the first reserved for 5 places per Country, in the second all the places not covered will be released, respecting the same in order of date of registration, up to one week before the date of registration. the proof.
- Registration will be closed on Sunday at 23:59, prior to the Competition.
- For drivers from Spain, participation with a valid AECAR License is mandatory, the amount of the "AECAR driver Licenses" €35 per year (Processing through aecar.org)

**PARTICIPANTS\*:**

The simple fact of registering for the Championship obliges you to abide by these regulations and any possible modifications that may arise. Ignorance of it does not exempt from compliance. In the case of contrast between 2 or more rules of this regulation, the most restrictive will always be applied.

The participant has the right and the duty to claim the organization in the event of any irregularity or breach of the regulations, claiming at the appropriate time, and in the appropriate manner.

The participant has the right to request time during the test to reposition himself on the field to ensure his integrity on a maximum of 3 occasions, the fact of abusing this right may be grounds for a warning.

By the simple fact of registering for a test, the driver expressly authorizes the images taken during the test to be published on the social networks of the championship and the organizing club, media for promotion and publicity of the Championship. In the case of underage participants, this point is understood to be expressly authorized by their parents/guardians from the moment of pre-registration.

In case of discrepancies with image rights, they must notify the Board of Directors in writing.

It is possible that the Championship Board of Directors enables a Watts App Dissemination group to keep the Drivers informed of any change and/or novelty that may arise, including the same in said Group, prior acceptance of consent by the driver.



## **4. ORGANIZATION**

This European Championship, PRO-CLASS Crawler, will be organized by:

1. National Crawler Delegate for AECAR
2. Regional Delegates of Spain for AECAR
3. Members of the Organization of Official Championships regulated by AECAR

\*In the case of Modification of Date or Location due to major causes, they must notify the Drivers with a minimum of 15 days in advance.

Its main functions will be to:

- Organize the Championship.
- Establish technical regulations. This will be published on the website [aecar.org](http://aecar.org) and Social Networks.
- Establish the rules of relationship between the Championship and other entities, whether official bodies, sponsors, etc.
- Provide the Championship with a certain structure through means for its proper functioning.
- Inform about the development of the Competition through the media and the website [aecar.org](http://aecar.org), and social networks.
- Elaborate an internal regulation that regulates with general norms to this, to the clubs, partners and independent drivers.
- Establish the registration fees for the Championship.
- Provide the Championship with prizes and/or gifts.
- Ensure the smooth running of the Championship by adopting the measures it deems appropriate.
- The Organization reserves the right to modify any point due to its proper functioning.

The organization reserves the right to introduce or change any rule, environment or circumstance for the proper functioning of the Championship and the right of admission of both participants and spectators considered problematic for the proper functioning of the event, without the need to give any type of prior explanation.

Also the rights to the advertising of the Championship, as well as the written and audiovisual material that is extracted from it with full authority over the copies.

\*In both cases, Participants and Organization, in case of any doubt, they should refer to the GENERAL REGULATION OF CRAWLER AECAR 2023



## **AECAR DELEGATES**

Delegado Nacional: Jorge Roig Marín, email: [jorge.roig@aecar.org](mailto:jorge.roig@aecar.org), telf.: 633403005

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### **MEMBERS.**

-It will be made up of a Commissioner/member from each of the participating countries. In the event of a tie in the decisions of the Technical Committee, the Championship Director will have a double vote or, in his absence.

### **FUNCTIONS.**

- This committee will be responsible for making decisions in situations not contemplated in these regulations, analyzing the claims presented.
- If a member of the Technical Committee is part of the conflict, then he will not intervene in its decision, being replaced by another member of his team.
- The score will be taken in a program created for such an event.
- In the case of a tie in the Committee's decision, the Director of the Championship will decide the vote.
- Control the operation of the Championship. He is the person in charge of it, enforcing the championship regulations at all times. All decisions are his exclusive power, and these are final.
- The respective directors of each race will be supervised by the members of this technical committee, made up of the delegates of the organizers and the national delegate.





## 6. CALENDAR

	DATE	ORGANIZE	LOCATION
Proof:	7 y 8 de Octubre*	Junta Directiva AECAR CRAWLER	Girona*

\*In the case of Modification of Date or Location due to major causes, they must notify the Drivers with a minimum of 15 days in advance.

## 7. DEVELOPMENT AND SCHEDULES OF THE TESTS

### 7.1 SCHEDULE:

The schedule of the Crawler European Cup tests will be indicated by the organizer, the departure time of the first car to the stage will be at the latest at 10:00 am on Saturday, leaving the possibility of bringing it forward to the decision of the organizers. .

Likewise, it will be mandatory for the organizer to publish for the information of the drivers, the "OFFICIAL DEPARTURE TIME" on the web or on social networks, with a minimum of 48 hours in advance of it.

Regarding the development of the Tests, the Board of Directors of the Championship informs that 8 Sections of 3 min 30 seconds will be carried out, of which 4 will be run on Saturday and the remaining 4 on Sunday, likewise, it is reported that on the day of the Saturday, prior to the competition, there will be a series of controlled official training sessions. So, we must remember that the European Cup will consist of two days. Said development will be indicated again by the Organizer with a minimum of 15 days in advance.

### 7.2 TRAINING:

In the European Cup, at least one series of free practice sessions per driver is compulsory. It is mandatory to carry out a controlled training sleeve, in the official and minimum sectors, with the marked doors. Each specialty may alter the system, but not cancel the possibility of training. Despite being considered free, in controlled or free practice, the identity of each driver entering the Sector must be carefully checked.

In case of not doing so, the Race Director may prohibit the participation of these drivers. A driver who has not taken part in controlled training will not be able to submit claims later to the organizer in case of discrepancies, etc.



## **8. GENERAL ANNOUNCING POSTER**

**8.1** A single Official Generic Advertising Poster will be displayed at the organizers' headquarters, as well as in specialized stores, on the Web page, etc...

Said poster may include the Official Sponsors of the European Cup.

## **9. PREPARATION AND ASSEMBLY OF THE ZONES**

### **9.A- ASSEMBLY OF THE ZONES**

The Event Organizer is solely responsible for the Distribution, Development and Design of the same, reserving the right to modify if necessary, yes, we must not forget that:

**9.A.1** Gates should be half tennis balls, marked and numbered.

**9.A.2** They will be placed at least 30cm and maximum 100cm between them.

**9.A.3** (5-50) Doors per zone.

**9.A.4** There will be a total of 8 zones.

**9.A.5** The doors that are less than 50 cm between them will count as 1 only door, likewise those that are arranged less than 1 meter must be distinguished by color or by visible markings.

**9.A.6** Progression Gates will be specific gates marked with a Number, there will be a minimum of 1 per Sector and a maximum of 10\*, (\*as long as there is a minimum of 10 gates per zone).

**9.A.7** The use of Spray, or any type of paint or mark on the ground is completely prohibited, the use of CHALK is recommended if necessary.

**9.A.8** The duration of each of the zones is stipulated in 3 min 30 seconds.

**9.A.9** Only the Organizer can have how, what and when to use them.

**9.A.10** Control Gate, will be the numbered gate distributed by the Sector, there must be at least 50% of them and they serve, in the case of Fiasco in the Zone, to know their real progression in it, in such a way, in case of a tie , whoever has passed the most doors will prevail.



## **10. CAREER DEVELOPMENT**

### **10.A- REGISTRATION**

Any driver who arrives late for the registration of the race must call and notify the organization of the race, so that, if it is for a justified reason and the organization understands it, the various penalties that could derive are not applied.

### **10.B- REGISTRATION FORM OR ROUTE CARD AND DISTINCTIVES**

Each driver will have a "Test Sheet" where the score, time and, if necessary, the control gate, as well as their bib number and license number, will be reflected. The sheet will be delivered at the beginning of the day and must be kept during its development, the loss of it will be penalized with +5 points.

### **10.C- DORSALS**

Each Driver will receive a sheet of adhesive stickers where they will include their Numbers, which must be placed in a visible place in the vehicle during the Test. The non-presentation of the number in the test will be a reason for a penalty (+3)

### **10.D- LAND**

Possibly we will compete in different areas with different types of Rock, which will be mandatory for 90% of the surface to be ROCA (Except for major causes), we recommend that all drivers attend at least several different types of Tires in order to better fit the terrain.

### **10.E- CAREER**

**10.E.1** The order of participation of the test will be awarded by strict order of registration.

**10.E.2** The drivers will go out to play the test 1 on 1, with the exception of the juniors.

**10.E.3** No member of the Organization can score in the test.

They must, if applicable, warn the drivers of inappropriate behavior and notify the Race Direction in the cases in which it is necessary. (eg doors, overturns, repairs between sections without warning, etc...)

### **10.F.A- GENERAL RULES**

**10.F.A.1** The use of any scale accessory is penalized to help in the obstacles that we may encounter, such as: sand plates, spare tires, drag rope, pulley, roof rack, slings, plates, winch (Electric), ropes, pegs , etc. +5

**10.F.A.1.1** The use of the Winch entails a penalty. +3

**10.F.A.1.2** The use of said accessories does not imply the stop of the stopwatch that will continue counting..

**10.F.A.2** Any accessory used must return to its place of origin, in no case may the vehicle reach the finish line without all the accessories with which the test began. Otherwise the Penalty will be +3 Points.

**10.F.A.3** Touching the car to use the winch or any other accessory will be considered "contact".

**10.F.A.4** In the case of the use\* of the winch, they must have a maximum length of 100cm (from the nose to the hook)  
\*Must pass previous length control.

**10.F.A.5** While using the winch, it is strictly forbidden to move the car during the action or change the center of gravity, which is a reason for a penalty. (+5 Points)

**10.F.A.6** The anchoring length of the car must not exceed 4 meters, the winches that do not reach that length may carry the number of slings necessary to cover the maximum distance allowed. (From nose to hook)

**10.F.A.7** It is completely forbidden to touch the car, whether it is voluntary or involuntary with any part of the body. This being a reason for penalty (+5 Points).

**10.F.A.8** To overcome the obstacles we will rely only on natural elements that are "In Situ" or any of our accessories. It is completely forbidden to add any other natural element or material.



**10.F.A.9** The test will not end until they cross the last door or we cause a fiasco\* in Zone.

\*In the case of a Zone Fiasco, we will note the last Control Gate passed.

**10.F.A.10** Gate: A gate is used to mark an obstacle in the zone and/or to guide the vehicle through the zone. A gate is composed of two flags or half tennis balls measuring between them not less than 30cm and not more than 100cm from the inside edge of one flag to the inside edge of the other.

**10.F.A.11** Changes in height of the vehicle and type of tires can be made between the different Zones.

**10.F.A.12** It is mandatory to run with a 1/10 Crawler scale body, the bodies must be original and accessible on the market

**10.F.A.13** Vehicles must finish the event (Sector) with the same wheelbase and width as they started.

**10.F.A.14** If a participant could not attend the event or test, he would score in the General with 0 points for non-appearance.

**10.F.A.15** The drivers must complete the race in a certain time pre-established by the main judge; (which can be taken from the Average generated by the Drivers Responsible for each Group that starts the Championship and ends within the established points, thus generating the average for the rest of the Drivers) if a driver does not complete a zone in a certain time, he will receive a Penalty of +1 point for every 15 seconds that exceeds the established time, with a maximum of 60 Seconds (4 Points) for which, it will cause a fiasco once the established time is exceeded by 61 seconds.

**10.F.A.16** The Points, time (total of the Zone), control gate\*, bib number and license will be entered in the Rider's Personal File, which will form part of the classification of the Day, and the sum of all, to the General Classification . \*It will only be recorded in the event of a Fiasco in the Zone.

**10.F.A.17** The organization of the Test, reserves the right to administer it at its own possibilities and convenience and to alter the development of the tests if the cause is justified in favor of it, always respecting the established scoring system.

**10.F.A.18** The Driver must maintain a Distance from the Vehicle of not less than 40 cm, this being a reason for a penalty (+1), if the Judge deems it appropriate, he will obtain a first Verbal warning, the following being effective in his final score.

**10.F.A.19** It is strictly forbidden to smoke or drink\* during the Piloting and stay in the Sector.

\* Except imperative need

**10.F.A.20** Each Rider may request "Time" to relocate, inspect the route or recreate, a maximum of 3 times per section, once that credit is exceeded, time will continue to count until the end of the route.

## **10.G- TIME CONTROL**

**10.G.1** The exit to the zone will be as follows: While a driver is carrying out the zone, a second or third driver will be ready at the start of the zone, failure to show up at the third warning will be a reason for a penalty with a fiasco in the zone. This procedure will be repeated according to the number of zones.

**10.G.2** The time for each zone is set to 3 minutes and 30 seconds.

**10.G.3** Scoring and timing for a zone begins the moment the vehicle completely passes the exit gate for that zone.

**10.G.4** The score and time ends at the moment that the rear axle of the vehicle completely crosses the arrival gate of that area.

## **10.H- THE CHAMPIONSHIP MAY CONSIST OF DIFFERENT LEAGUES, SUCH AS, FOR EXAMPLE:**

-Junior League (L)

-Women's League (LF)

In these last two cases, the Organization will apply an added extra time for their development, which will be 3 minutes per Zone.



### 10.I- MAXIMUM TIME

Each zone will have a maximum time to be traveled, in case of exceeding it, the driver will receive a Penalty of +1 point for every 15 seconds that the established time exceeds, with a maximum of 60 Seconds (4 Points) for which, it will cause a fiasco once exceeds the set time by 61 seconds. which will be noted in the route card.

### 10.J- ASSISTANCES

Only and exclusively the junior category \* (Backpacker) may take assistance, accompanied by an adult. In the event that the Backpacker is in turn a Drivers, he must have previously competed in the Zone that provides his help and said backpacker's position can never hinder the Judge's vision, otherwise, the Judge could interrupt the progression for his relocation , being able, if necessary, to admonish the backpacker for his constant interruption.

\* A companion can be carried if the conditions of the Rider so require, with the permission of the Race Director.

### 10.K- HANDLING, REPAIRS AND ADJUSTMENTS

**10.K.1** It is allowed to manipulate the car to change any element (as long as it is also approved) either to fine-tune or repair it in the event of an accident, (except Bodywork and chassis, which are not allowed to be changed, only repairs). Dichas manipulaciones se realizarán con el consentimiento del responsable del parque cerrado, en uno de los dos siguientes periodos:

- At the end of the zone, during the time established for everyone. At the end of that period, the car must enter parc fermé again in running order. If a driver at the end of the stage returns the car in parc fermé without making use of said adjustment period, he will not be able to take the car out of the park at all until the next allowed period.
- By express permission of the Race Director.
- If he needed more time, the penalty for breakdown would be applied. +5

**10.K.2** The change of Model (Car) will not be allowed, any other aspect of the car can be modified for its evolution. So, until we pass the ITV test, we can choose which car and configuration to compete on that day.

Any change, stipulated or not within the regulations, must be communicated to the organization before the sectors are carried out, in order to have better control of the test and avoid possible future sanctions.

### 10.L FAILURE IN RACE

Repair (+5 points) The repair of vehicles that do not require tools can be carried out (In Situ) without any additional sanction but the time will continue running; If the driver has to lift the car for damage inspection, he must notify the judges before doing so.

If the use of tools is necessary, it will be penalized, repairs carried out in less than a minute can be carried out on the circuit, those of more than a minute will be carried out outside the circuit in improvised boxes. If the repair lasts more than 30 minutes, the driver will obtain a FIASCO (not finished), if he had a score in favor or against, points would be awarded.

Between the route from the closed park to the area, the car cannot be manipulated, nor can it be outside the track area or out of sight of the organization. Failure to comply with the rule will be penalized with the exclusion of the participant.

If during a zone the vehicle breaks some aesthetic part of the bodywork, the zone may finish, but it will be mandatory to repair it before starting the next zone. The organization can force to reinforce the fixing of any piece that it deems appropriate. Mirrors and accessories are not subject to this standard.





## 10.M- VERIFICATIONS AND PARK CLOSED

Each driver must present the car in parc fermé if so established by the Organization, at the time established by it, in running order (complete with wheels and ready, including the battery), for technical verification.

A closed verification park will be set up where the organization will verify all registered cars. Likewise, the organization may verify a car at any time during the race, always in the presence of the driver involved.

The cars will be able to remain inside the closed parc fermé, not being able to manipulate neither by drivers, nor by the organization, that are not responsible for the parc fermé.

At the end of each zone, the car will be able to enter the parc fermé again. The vehicle must enter park with the tires with which it has contested the stage.

Once the vehicle has entered Parc Fermé, the tires cannot be changed until the period allowed before starting the next zone, and these must be verified.

## 11.A CLASSIFICATIONS:

It will be the obligation of the Organizer to post the classifications of the qualifying, and of the Organization of the Championship, the General in a maximum of 1 week after the end of the test on [aekar.org](http://aekar.org) and Social Networks.

## 11.B TEST CLASSIFICATION

The vehicle with the lowest score in the sum of all zones wins. (In the event of a tie in points, the shortest time taken to do the tests will prevail, if, even so, there is a tie (Points and Time), the control gates will be taken into account, adding them in case of a tie in several sectors in fiasco, if even so the tie persisted, we would take into account the score of both drivers in the last sector, if they tied again we would resort to the penultimate and so on, successively until reaching the first sector). Once the tie is broken.

At the end of the day, the Results and Positions of the same will be made official, and within a maximum period of 48 hours, the drivers will be informed of their Score and General Classification. At the End of the Test, the Classification will be Officialized, granting the Pertinent Official Certificate to the 1st, 2nd and 3rd Classified of each Category.

## 12. CLAIMS

If for any reason a registered driver wishes to formalize one, this must be communicated to the Race Director in writing on a Form created for this purpose and accompanied by a credit of +5 points, for a maximum of 15 minutes after the end of the race. competition (at the end of the last driver in the last stage). In the event that the claim is successful in favor of the complainant, the necessary actions will be taken, otherwise, the driver will have a grievance of +5 points in his result of the test in question.



## **14. AWARDS**

Trophy to the first three classified in each category.

Official Certificate Issued by EFRA

Any other prize offered will be at the discretion of the organization of the EUROPE 2023 Championship

The characteristics of these trophies/awards are freely chosen according to the criteria of the organization.

## **16. PRESS**

Only the person/company authorized by the Race Director may cover the event.

The press officer will have the obligation to make public in the championship forums the chronicle of the last test disputed, with a maximum of 4 days after having finished it.

Likewise, you will have to send said chronicle to the official magazines so that they can publish it. Correo para suggestions: [jorge.roig@aecar.org](mailto:jorge.roig@aecar.org)

Any questions, you can contact:

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