



EFRA European Championship Lostallo, Switzerland

GT8 I. C. Track

IR GT8E 4s

June 13 – 18, 2022

- 1. Classes** **European Championship GT8 I.C. Track**
Invitational class GT8E 4s

2. Technical Rules

a. GT8 I.C. Track European Championship

According to EFRA Handbook, Appendix I, chapter 10

b. GT8E invitational and free classes

A minimum of 6 drivers is required for the class to be raced.

i. Generalities

Duration of practice, qualification and finals is 7 minutes for both classes

The ranking from controlled timed practice will be used for seeding of the qualification heats based on the 3 fastest consecutive laps during controlled timed practice.

GT8 vehicles with brushless power (derived from 1/8 Buggy or dedicated construction, kick-up is not mandatory) are allowed.

ii. Dimensions

Maximum length:	590 mm (chassis)
Maximum width:	310 mm, including wheels
Wheel base:	320 - 379 mm
Minimum height of the car including body:	155mm with chassis plate on 20mm blocks.
Minimum weight:	3800 grams

iii. Transmission

Drive shaft transmission only, belt driven cars are not allowed. No limitation on material choice for center and axle drive shafts (steel, aluminum, etc.).

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Ball differentials, spools, one-ways, Torsen-differentials and externally adjustable differentials are not allowed. Gear diffs mandatory, tunable with silicone fluids/greases only.

Centre differential is allowed, but not mandatory.

Front/Rear underdrive or overdrive are not allowed.

iv. Motors

Motors are open, no kV limit, but to comply with the following maximum dimensions:

Diameter: max. 44 mm

Length: max. 75 mm

Both sensed and sensorless motors are allowed.

v. 4s Batteries

GT8E 4s class will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 Volts. It is allowed to use 2 x 2s or 1 x4s. If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same part number.

Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events. All lithium batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed.

vi. Charging / Discharging

The chargers must be operated with the CC/CV (constant current, constant voltage) program using an appropriate cell balancer. The maximum permitted charge is at 12.0A and the maximum permitted discharge amperage is 20.0A.

LiHV/LiPo/LiFe drive batteries must be in a 'LiPo sack' at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organizer supplied resistor. Anybody not doing this will be penalized at the event. LiPo sack is defined as a receptacle designed for the purpose of charging LiHV/LiPo/LiFe batteries and of a suitable construction as to contain a LiHV/LiPo/LiFe fire.

The maximum charging cut-off voltage is 4.20V per cell in series (16.80v in total). Organizers can check this voltage at any time during the event.

vii. ESC

ESC are free, reverse has to be disengaged.

viii. Body

All commercially available bodies with a separate rear wing are allowed which cover all 4 wheels and which represent an existing original from one of the following FIA vehicle categories: GT, GT1, GT2, GT3, ALMS, DTM etc. or is recognizable as such.

Height of the wing is maximum 10 mm above highest point of the roof, measurement taken with chassis sitting on 20mm blocks. The highest point of roof is not considering structures like air intakes, ribs humps into consideration.

Maximum width of the body: 317mm.

The body must have visible windows, body panel and trim markings and the windows must be mostly clear. Tinting is permitted but the windows must stay transparent. Bodies must have headlight and grill details.

A diffuser mounted on the rear of the chassis is allowed. It may exceed a maximum of 20mm from the rear end of the body but not further than the rear end of the rear wing and not wider as the inner width of the wheels. The diffuser must be made of flexible material without any sharp edges.

Internal body supports are limited to one in the center of front axle and one each mounted on the upper rear suspension arm. No stiffeners / braces allowed (to avoid lightweight bodies), excluding reinforcement of the wheel arches. The body must rest on a maximum of 7 posts. All posts protruding the body must be attached to the fixed structure of the car.

Bodies must be made from Lexan with a minimum thickness of 1 mm. Front windshield cannot be removed or partially opened. The antenna hole (10 mm) and trimming of side windows is allowed. Rear window can be removed. Additional openings for cooling in the area of the radiator grille of the body are allowed. If the dimensions of such openings exceeds 10 x 12 mm the area needs to be covered from the inside with a net or grid.

ix. Wing

The separate wing must be mounted on the body and meet the following requirements:

Depth: max 80mm
Width: max 310mm
Wing endplates: max 40 x 80mm

The wing must rest on maximum 3 posts which are not wider as 30mm each. The wing will be allowed 10 mm above the rooftop and the wing overhang, is max. 20mm.

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x. Bumper

The front of the car must be equipped with a bumper made from flexible “foam” material with all corners and edges rounded off. The contour of the bumper will follow the contour of the body. The bumper may not protrude in front of the body.

Minimum dimensions: 200 x 20 mm

xi. Tyres

Invitational classes

GT8E invitational classes will be using the same control tyres (PMT) and control tyre procedure as stated for the official EC GT8 I.C. Track in EFRA Handbook, Appendix I, chapter 10.

Control tyres:	Rear	PMT	RALLY18-Q3/W
	Front	PMT	RALLY18-Q5/W

xii. Electronics & Driving aids

The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC), one servo for steering and the receiver. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission.