

CORONAVIRUS (COVID-19) RESTRICTIONS

The rules below are the 'standard' rules for the 2020 Euro Nitro Series events. However, due to the Coronavirus throughout Europe, countries and regions have imposed different rules and restrictions. Therefore, parts of the rules below may be modified for each event, depending on the local regulations. These may include:

- limits to entry numbers;
- limits to the number of drivers in each heat/final;
- limits to the number of mechanics in the pit lane;
- the use of masks, nose and mouth coverings, and/or gloves;
- processes for tyre collection and/or post-race scrutineering and tyre return;
- any other areas according to local authorities, the host track, or the ENS organising team.

A set of 'Coronavirus rules' will be published on our website, Facebook page and emailed to all drivers ahead of each event. **It is very likely that these will be different between each race, so it is vital you read the information carefully each race.**

GENERAL INFO

The track is closed to all ENS drivers on the Monday, Tuesday and Wednesday preceding the event. Thursday is an optional free practice day (track time is controlled in groups), €10 practice fee payable to the host club.

The official ENS event starts on Friday. Normally, Friday morning/early afternoon is Practice, with the last two Practice rounds used to determine seeding, counting best three consecutive laps. These seed times will be used to set the heat order for qualification. Each heat group will consist of approximately equal number of cars, to avoid issues with marshalling. Friday late afternoon is one Qualification round.

Saturday is the remaining Qualification rounds and lower finals. Sunday is the upper and main finals. Depending on entry numbers or weather, the schedule may be adjusted to give everyone maximum track time.

QUALIFICATION

Normally, four rounds of Qualification are run. ENS uses the points system to calculate overall qualifying positions. If two rounds are completed, the best one score counts. If three or four rounds are completed, the best two scores count. If five or six rounds are completed, the best three scores count. All Qualification runs are 4 minutes, using the 'flying start' system. There is 4 minutes warm before each heat.

FINALS

Finals are run using the 'ladder system'. The top ten qualifiers are directly entered into the A Final, the next 8 drivers in the B Final, the next 8 drivers in the C Final and so on down. The top two finishing drivers in each final bump up and race in the next final too. This means there are normally 12 cars in the A Finals and 10 cars in all lower finals. The first final in each class may be driven with up to 12 cars, depending on the total entry number.

Normally, the A Finals are 45 minutes long for 1:10 and 1:8 classes, and 30 minutes for 1:8 Masters class. All other finals are 20 minutes. Depending on entry numbers or weather, the length of the finals may be adjusted.

In case of wet weather during the finals, all lower finals (up to and including B Finals) will continue as scheduled. When announced that it is wet conditions, any tyres (foam or rubber) may be used. Tyre additives, or any tyre with any type of additive on, may not be used. Situations for the A Finals will be announced before the start of each race.

START DELAYS/TIMEOUT

A 10 minute delay can be called only before the start of an A Final and only before the cars have been called to the starting grid. The delay must be called by the driver or their primary mechanic asking a race official. That driver will then start from position 13 on the starting grid. During the delay, the track remains open for warm up/practice.

1:8 MASTERS CLASS

This class is for drivers who are aged 40 years or over, as of the last day of the current season.

TYRE RULES

All participants have to use the hand-out ENS tyres. These are a fixed size and shore rating. Any modification or treatment is strictly prohibited. Any driver found using any type of tyre treatment or additive will be disqualified from the entire ENS season.

When registering for an event, each participant should declare the number of tyres they want to use for the event (Controlled Practice, Qualifying and Finals). These tyres must be purchased in any event. Extra tyres may be possible to purchase if stocks last. Only the number of tyres declared at registration are guaranteed to be available.

At the start of each race, the driver (or mechanic) will go to the tyre area. They may purchase a new set of tyres, or use any four tyres they like from their personal tyre bag. After each race, the tyres must be taken off the car in the controlled area, and put back into the personal tyre bag. These tyres may then be used again in subsequent rounds. Any tyres not placed back into the tyre bag and taken out of the pit lane or controlled area may not be used again at the race. No other tyres can be brought into the pit lane or controlled area.

After the last final, each driver may pick up his complete tyre bag with all used tyres in it.

TYRE SPECIFICATIONS

For the 2020 season, all tyres will be supplied by Matrix.

1:8 Scale & 1:8 Masters

- Diameter – 69mm (front) / 76mm (rear)
- Shore – 32sh (front) / 35sh (rear)

1:10 Scale

- Diameter – 62mm (front) / 64mm (rear)
- Shore – 35sh (front) / 37sh (rear)

Prices 2020

- 1 set (2 front + 2 rear) 1:8 Scale: €xx
- 1 set (2 front + 2 rear) 1:10 Scale: €xx

We have seen the use of small computer power supplies by many racers and this cannot be allowed. The insurance we carry for ETS states that the equipment we use must be CE certified. As these kinds of power supplies are not certified electric components we cannot allow them. The risk of using these devices is too big and we always have to concern about everybody's safety.

TECHNICAL RULES 1:8 SCALE & 1:8 MASTERS

- **Width** – 267mm maximum
- **Height** – 170mm maximum (or 180mm maximum including gurney wing), measured on 20mm blocks
- **Weight** – 2350g minimum, including personal transponder and empty fuel tank
- **Fuel tank** – 125ccm maximum, including fuel tube
- **Body** – All current LMP 1:8th scale bodyshells
- **Carburettor** – 9.0mm maximum intake diameter
- **INS-box** – regular INS box is mandatory at all times
- **Exhaust** – The inner diameter of the exhaust/stinger outlet must be no larger than 8.0mm
- **Fuel** – Any commercially available fuel, may only contain methanol, lubricating oil and nitro methane (16%)

TECHNICAL RULES 1:10 SCALE

- **Width** – 200mm maximum (without body)
- **Height** – 120mm maximum, measured on 10mm blocks
- **Weight** – 1650g minimum, including personal transponder and empty fuel tank
- **Fuel tank** – 75ccm maximum, including fuel tube
- **Body** – All regular 1:10th scale touring car bodyshells
- **Body cutouts**
 - Rear of the body no higher than 50mm (measured on 10mm blocks)
 - Cooling/refuelling hole 50mm diameter maximum
 - Front side window and rear window can be cut out
- **Wing** – 55mm maximum depth, no higher than the roof. Side dams 55x35mm maximum
- **Engine** – 2.11cc maximum / 3 ports
- **Carburettor** – 5.5mm maximum intake diameter
- **INS-box** – regular INS box is mandatory at all times
- **Exhaust** – The inner diameter of the exhaust/stinger outlet must be no larger than 5.2mm
- **Fuel** – Any commercially available fuel, may only contain methanol, lubricating oil and nitro methane (16%)

CHAMPIONSHIP

If points are tied at the end of the championship we check who has more podiums 1st, 2nd, 3rd. If they are still tied then we will check who has more TQ's. If still tied then we check who has more 4, 5, 6, 7, 8, 9, 10. We will never count a throw out round. But if you TQ a round and it ends up being a throw out round your TQ point will be added to your championship points total.