

CARPET RACE

SEASON 2026/27

Sporting, Organisational and Technical Regulations

1. SPORTING AND ORGANISATIONAL REGULATIONS

1.1. General Provisions

1.1.1. Scope of Application

This Carpet Race Handbook sets out the sporting, organisational and technical regulations applicable to the Carpet Race series during the 2026/2027 season.

The provisions of this Handbook apply from the start of the first round of the 2026/2027 season until the end of the final round of the season.

The Handbook applies during all official events organised as part of Carpet Race, including:

- rounds counting towards the overall Carpet Race standings,
- official controlled practice sessions,
- practice sessions forming part of a round programme,
- Warm-Up events and practice sessions,
- other events designated by the Organiser as being run under Carpet Race regulations.

The regulations apply throughout the entire duration of each event, including where the results of a practice session or Warm-Up do not count towards the season standings.

1.1.2. Series Organisers

The organisers of the Carpet Race series in the 2026/2027 season are:

Stowarzyszenie Modelarstwa Kołowego "KM Zawadzkie"

ul. Opolska 23

47-120 Zawadzkie

Tax ID (NIP): 756-199-57-39

REGON: 525946653

and

MILANSPOORT Michał Milanowicz

ul. Nowa 29

46-050 Tarnów Opolski

Tax ID (NIP): 9910368411

REGON: 385273426

The Organisers are jointly responsible for preparing and running the Carpet Race series, in particular for establishing sporting and technical regulations, organising individual rounds, publishing official announcements and maintaining the season standings.

In the remainder of this Handbook, the term “Organiser” means the above-mentioned organisers of the Carpet Race series.

1.1.3. Official Announcements

Official announcements concerning the organisation and running of Carpet Race events are published:

- on the official Facebook profile of Stowarzyszenie Modelarstwa Kołowego “KM Zawadzkie”,
- on the official “Milansport Race” profile,
- during events – via the public-address system by a representative of the Organiser.

Announcements made during an event by a representative of the Organiser via the public-address system are official and become binding on participants from the moment they are announced.

Competitors are required to follow official announcements published before the event and announcements made during the event.

1.1.4. Obligation to Know the Regulations

Entering a Carpet Race event constitutes acceptance of this Handbook.

Each competitor is required to know the sporting and organisational regulations as well as the technical regulations applicable to the class in which they compete.

Lack of knowledge of the regulations does not exempt a competitor from the obligation to comply with them.

For underage competitors, the parent or legal guardian is also responsible for ensuring that the competitor is familiar with and complies with the regulations.

1.1.5. Interpretation of the Regulations

In the event of doubt concerning the interpretation of this Handbook, the final interpretation during an event rests with the Organiser and persons appointed by the Organiser.

If a situation arises that is not clearly described or resolved in this Handbook, the relevant provisions of the current official EFRA Handbook (European Federation of Radio Operated Model Automobiles) shall apply.

EFRA regulations are supplementary. In the event of any conflict between EFRA regulations and this Handbook, the Carpet Race Handbook takes precedence.

If a situation is also not resolved by EFRA regulations, the decision shall be made by the Organiser or a person appointed by the Organiser, taking into account fair competition, safety and equal treatment of competitors.

1.1.6. Amendments and Supplements to the Handbook

The Organiser reserves the right to introduce amendments and supplements to the Handbook during the season if they prove necessary for organisational, technical or safety reasons or for the proper conduct of competition.

Changes will be published through the Organiser's official communication channels.

Changes to technical regulations during the season should be limited to cases necessary to maintain safety, fair competition or to correct an obvious error or ambiguity.

1.1.7. Fair Play

Fair play is the foundation of Carpet Race competition.

Competitors, mechanics, guardians and all other participants are expected to behave in accordance with the principles of fair competition and mutual respect and to follow the instructions of persons responsible for running the event.

Deliberately exploiting loopholes or ambiguities in the regulations in a manner contrary to their obvious purpose may be treated as a breach of the sporting regulations.

1.2. Event Entries

1.2.1. Entry Method

Entries are accepted exclusively through the MyRCM.ch portal using the entry form for the relevant round.

Entries submitted in any other manner are not considered valid.

An incomplete entry is considered invalid. In particular, the competitor's correct first and last name and transponder number must be provided.

1.2.2. Entry Deadline

Entries for each round close on the Wednesday preceding the event at 23:59:59.

1.2.3. Entry Fees

Participation in the event is conditional upon payment of the entry fee and fulfilment of the remaining entry requirements set out in this Handbook.

The entry fee is:

- PLN 150 – first car,
- PLN 80 – second car,
- PLN 30 – competitor in the E-10 TC Cadet class.

Payment of the entry fee constitutes confirmation of the competitor's participation in the event.

The entry fee is non-refundable in the event of:

- withdrawal by the competitor,
- the competitor's absence,
- withdrawal during the event,
- other reasons for withdrawal attributable to the competitor.

Transfer of an entry fee to another competitor, another Carpet Race round or another event organised by the Organiser is possible only with the Organiser's approval.

If an event is cancelled or its date is changed by the Organiser, the rules concerning entry fees already paid will be set out in a separate official announcement.

In justified, exceptional cases, the Organiser may make an individual decision to refund all or part of an entry fee. The decision in this respect rests with the Organiser.

1.2.4. Competing in Multiple Classes

A competitor may compete in more than one class during a single round.

Competitors entered in E-10 TC Cadet or E-14 Truck are an exception and may not compete in any other class during the same round.

1.2.5. Withdrawal

Withdrawal from an event must be made through MyRCM.

If deregistration through MyRCM is no longer possible, notice of withdrawal must be sent to:

roland.rzepczyk@gmail.com

Submitting a withdrawal does not automatically entitle the competitor to a refund of the entry fee. Refund and transfer rules are set out in section 1.2.3.

1.2.6. Late Entries

In exceptional circumstances, the Organiser may accept an entry after registration has closed.

Each such case is considered individually by the Organiser.

Acceptance of a late entry may depend on organisational possibilities, in particular the prepared timetable, group allocation and number of competitors in the relevant class.

1.2.7. Minimum Number of Cars

A minimum of 5 correctly entered cars is required for a class to be run.

If the required number of cars has not been reached after registration closes, the Organiser will announce that the class will not be run no later than 1 day after entries close.

If a class is not run due to an insufficient number of entries, the competitor is entitled either to a refund of the entry fee paid for that class or to transfer it to another class or round, at the competitor's choice.

1.3. Organisation and Round Schedule

1.3.1. Round Programme

Each round is run according to a timetable prepared by the Organiser.

The programme may include free practice, controlled practice, qualifying, finals, technical breaks, a drivers' briefing and prize-giving.

1.3.2. Publication of the Timetable

The timetable is published after entries close and groups have been prepared.

It may be published through the Organiser's official channels and MyRCM.

The competitor is responsible for knowing the current timetable.

1.3.3. Changes to the Timetable

The Organiser may change the timetable before or during the event due to attendance, delays, failures, safety or other organisational circumstances.

The timetable cannot be changed to accommodate competitors entered in multiple classes.

1.3.4. Punctuality

The competitor is responsible for reporting on time for practice, qualifying, finals and marshalling duties.

A competitor being late is not grounds for delaying a heat or final.

1.3.5. Order of Classes and Heats

The order of classes and groups is determined by the Organiser and may be changed where required for the proper running of the event.

1.3.6. Entry of the Next Group onto the Track

After a heat or final has ended, cars from the next group may enter the track only after a clear announcement from the Track Referee or the person running the event.

The mere fact that the previous heat has ended does not constitute permission to enter the track.

1.3.7. Breaks and Delays

The Organiser may order a technical break or temporarily suspend the event.

In the event of a delay, the timetable may be amended or shortened accordingly.

1.3.8. Suspension or Termination of the Event

If it is no longer possible to continue the event, the Organiser may stop the round, reduce the number of races, cancel part of the programme or terminate the event.

1.4. Allocation of Competitors to Groups

1.4.1. Practice Groups

During the first round of the season, competitors are allocated to practice groups randomly.

During subsequent rounds, allocation is based on the current Carpet Race ranking.

1.4.2. Qualifying Groups

Qualifying groups are created on the basis of controlled practice results so that competitors of similar pace are placed in the same group.

1.4.3. Number of Cars in a Group

As a standard rule, a group may contain a maximum of 10 cars.

In exceptional circumstances, the Organiser may increase this number.

1.4.4. Formation of Finals

After qualifying, competitors are assigned to A, B, C finals, etc., according to the final qualifying ranking.

The number of finals and the number of cars in each final are determined according to attendance.

1.5. Practice

1.5.1. Free Practice

Free practice may be held if permitted by the timetable and organisational possibilities.

1.5.2. Controlled Practice

Controlled practice is held before qualifying and its results are used to form the qualifying groups.

1.5.3. Track Use

During practice, safe driving and fair-play rules apply. Only serviceable cars that do not damage the track or other cars may be driven.

1.5.4. Priority

A competitor driving a slower car should allow a clearly faster car to pass safely.

A faster competitor may not force a pass through contact.

1.6. Qualifying

1.6.1. Number of Qualifying Rounds

A minimum of 3 and a maximum of 5 qualifying rounds are run.

1.6.2. Duration

- E-12 – 8 minutes,
- E-12 GT – 8 minutes,
- all other classes – 5 minutes.

1.6.3. Preparation

Cars should be on the start line no later than 30 seconds before the start of qualifying.

1.6.4. Start

Qualifying uses an individual/staggered start, with each competitor or assigned number being called.

Each car starts and completes its qualifying time individually.

1.6.5. Result

The result is determined by the number of valid laps completed and the elapsed time.

A greater number of laps is the better result. Where the number of laps is identical, the shorter time is the better result.

1.6.6. Qualifying Ranking

The final qualifying ranking counts:

- the best 3 results from 5 qualifying rounds,
- the best 2 results from 4 qualifying rounds,
- the best 2 results from 3 qualifying rounds.

When comparing competitors, their best result, second-best result and, where five qualifying rounds are held, third-best result are compared in sequence, expressed as laps and time.

1.6.7. Positions for the Finals

The qualifying ranking determines allocation to a final and the starting position.

1.7. Finals

1.7.1. Allocation

Competitors are allocated to A, B, C finals, etc., according to the qualifying ranking.

1.7.2. Number of Finals

- E-10 Endurance – 1 final,
- all other classes – 3 finals.

1.7.3. Duration

- E-10 Endurance – 30 minutes,
- E-12 – 8 minutes,
- E-12 GT – 8 minutes,
- all other classes – 5 minutes.

1.7.4. Starting Grid

The start takes place from grid positions marked on the start/finish straight in Formula-style formation.

1.7.5. Starting Procedure

Cars should be on their grid positions no later than 45 seconds before the start.

From 10 seconds before the start signal, cars must remain stationary.

1.7.6. False Start

Movement of a car during the final 10 seconds before the start signal constitutes a false start.

A false start results in a +10 second time penalty added to the competitor's result in that final.

Alternatively, where the start is repeated, the above penalty may be replaced by moving the competitor to the last starting position.

1.7.7. Restart

A restart may be ordered by the referee if the situation during the start requires the race to be started again.

Competitors are then given an additional one-minute preparation period.

1.7.8. Final Classification

In classes with three finals, the best 2 results out of 3 count.

In E-10 Endurance, the result of the single final determines the classification.

1.7.9. Ties

In the event of a tie, the following are considered in order:

1. better finishing position in the best counting final,
2. better result – laps and time – in the best counting final,
3. higher qualifying position.

1.8. Driving Rules

1.8.1. Fair Play

Competitors are required to drive in accordance with the principles of fair play.

1.8.2. Overtaking

The overtaking driver is responsible for carrying out the manoeuvre in a controlled and safe manner.

1.8.3. Defending Position

Defending a position is permitted provided it is done predictably and safely.

1.8.4. Being Lapped

A competitor being lapped should allow the lapping car to pass at the first safe opportunity.

1.8.5. Rejoining the Track

A car rejoining the track must give way to cars already on the track.

1.8.6. Collisions

Deliberately causing collisions, forcing an opponent off the track or gaining a position through improper contact may result in a penalty.

1.8.7. Waiting After a Collision

A competitor who, through their own error, gains a position as a result of a collision should – where safe to do so – allow the affected competitor to regain the position.

1.8.8. Damaged Car

Driving may continue only with a car that remains under control and does not create a hazard.

The referee may order a damaged car to leave the track.

1.8.9. Referee Instructions

Competitors are required to follow the referee's instructions.

1.9. Refereeing and Penalties

1.9.1. Refereeing

The proper conduct of competition is supervised by the Track Referee and persons appointed by the Organiser.

1.9.2. Types of Penalties

The following penalties may be applied:

- warning,
- Stop & Go,
- time penalty,
- penalty of one or more laps,
- cancellation of a race result,
- disqualification.

1.9.3. Stop & Go

After a Stop & Go penalty is announced, the competitor must serve it during the current lap or the following lap.

The car must be stopped at the location indicated by the referee or Organiser.

Failure to serve the penalty within the required time may result in an additional penalty.

1.9.4. Unsporting Conduct

Deliberately causing collisions, ignoring instructions, deliberately obstructing competition or other conduct contrary to fair play may result in a penalty.

1.10. Track Marshalling

1.10.1. Obligation

Track marshalling is a mandatory part of participation in the event.

1.10.2. Marshalling Positions

The competitor must be at the assigned marshalling position before the start of the race.

1.10.3. Substitute Marshal

A competitor may arrange a substitute while remaining responsible for proper staffing of their assigned position.

A substitute may not be a person for whom the nature of the class being marshalled could pose a genuine safety risk.

1.10.4. Safety

Cars must be picked up and repositioned safely, with due attention to approaching cars.

1.10.5. Failure to Marshal

The absence of the competitor or their substitute from the assigned position constitutes failure to fulfil the marshalling obligation.

1.10.6. Penalty

For failure to marshal, the competitor's best result obtained on that day in the class to which the marshalling duty related is deleted.

If the situation is repeated, the Organiser may remove the competitor from the entry list and exclude them from further participation in the round.

A one-time warning may be given for being late to a marshalling duty.

1.11. Technical Inspection

1.11.1. Pre-Race Inspection

Every car is subject to technical inspection before every race.

1.11.2. Scope

The following may be checked, among other items:

- ride height,
- weight,
- battery,
- tyres.

The following may also be subject to random post-race inspection:

- gear ratio,
- motor,
- ESC,
- body shell,
- car dimensions.

1.11.3. Responsibility

The competitor is responsible for ensuring that the car complies with the regulations.

1.11.4. Non-Compliance

A car that does not comply with the regulations will not be permitted to start until the non-compliance has been corrected.

The need to correct a car is not grounds for delaying the race.

1.11.5. Technical Inspection Card

The competitor is required to keep the technical inspection card with them throughout the event and present it at the request of the referee or Organiser.

The card must not be left at the technical inspection station.

Loss of the card, leaving it behind or inability to present it results in the competitor not being permitted to take part in the remaining races of the round.

1.12. Batteries and Safety

1.12.1. Batteries

LiPo batteries must have a hardcase and must not present a safety hazard.

Damaged, deformed or swollen batteries may not be used.

1.12.2. Voltage

The maximum voltage is determined in accordance with the current EFRA regulations.

On the date of publication of this Handbook, it is 4.20 V per cell:

- 1S – 4.20 V,

· 2S – 8.40 V.

1.12.3. Charging

Batteries may be charged at a maximum current of 12 A and discharged at a maximum current of 20 A.

Cables and equipment must not create a hazard in the pit area.

1.12.4. LiPo Bag

A LiPo Bag is mandatory during charging and discharging.

1.12.5. Damaged Batteries

Mechanically damaged batteries may not be used.

The competitor is responsible for securing and disposing of a damaged battery.

The Organiser may assist with safely securing it.

1.12.6. Pit Area

Workstations, electrical equipment and cables must be used safely and must not obstruct access routes.

1.13. Transponders and Timing

1.13.1. Transponder

Each competitor must have a functioning transponder compatible with the timing system.

1.13.2. Responsibility

The competitor is responsible for installation, connection and operation of the transponder and for ensuring that the correct transponder number is registered.

1.13.3. Missing Detection

A missed detection caused by a problem with the competitor's transponder is not grounds for rerunning the race.

1.13.4. Manual Correction

A result may be corrected manually only in exceptional cases where the correct result can be unambiguously verified.

1.13.5. Timing System Failure

In the event of a timing-system failure, the Organiser may order the race to be rerun, cancel it or accept the result if the available data allow it to be reliably established.

1.14. Round Classification

1.14.1. Classification

In classes with three finals, the classification is determined from the best 2 final results.

In E-10 Endurance, the single final determines the result.

1.14.2. Points

Position – Points

1 – 100

2 – 96

3 – 92

4 – 88

5 – 84

6 – 82

7 – 80

8 – 78

9 – 76

10 – 74

11 – 73

12 – 72

13 – 71

14 – 70

15 – 69

16 – 68

17 – 67

18 – 66

19 – 65

20 – 64

From 11th place onwards, the score decreases by 1 point for each subsequent position, down to 83rd place = 1 point.

1.14.3. DNF

DNF – Did Not Finish means a competitor who started but did not finish the race.

The competitor is classified according to completed laps and time and retains the right to points corresponding to the finishing position achieved.

1.14.4. DNS

DNS – Did Not Start means a competitor who did not start.

A competitor who did not start in the round receives 0 points.

1.14.5. DSQ

DSQ – Disqualified means disqualification.

If a competitor is disqualified from the entire round, they receive 0 points.

1.15. Carpet Race Season Standings

1.15.1. Overall Standings

A separate season classification is maintained for each class.

1.15.2. Number of Counting Rounds

The season consists of 5 points-scoring rounds.

The best 4 results from the 5 rounds count towards the final standings.

The worst result is dropped.

1.15.3. Eligibility for Final Classification

To be classified in the final season standings, a competitor must:

- participate in at least one Carpet Race round during the season,
- participate in the final round of the season.

Failure to participate in the final round means that the competitor does not meet the requirements for final season classification.

If a competitor has participated in fewer than four rounds, all results obtained by that competitor are counted.

1.15.4. Ties

If competitors have the same number of points, the higher position is awarded to the competitor with the better result in the final round of the season.

1.16. Conduct of Competitors, Mechanics and Accompanying Persons

1.16.1. Personal Conduct

Participants are required to behave with proper personal conduct, mutual respect and fair play.

Verbal or physical aggression and insulting competitors, referees or the Organiser are prohibited and may result in removal from the event and deletion of the result.

1.16.2. Drivers' Rostrum

During a race, only competitors from the current group and persons authorised by the Organiser may be present on the drivers' rostrum.

Deliberately distracting other competitors is prohibited.

1.16.3. Pit Area

Competitors are required to keep their workstations safe and in a condition that does not hinder others.

1.16.4. Referee's Work

Interfering with the referee's work during a race is prohibited.

Comments concerning refereeing decisions should be submitted to the Organiser after the race has ended, without disrupting the further running of the event.

1.16.5. Accompanying Persons and Children

A competitor is responsible for accompanying persons and children under their supervision.

Unauthorised persons may not enter the track, marshalling positions, drivers' rostrum or timing area.

A parent or legal guardian is responsible for any damage caused by a minor.

1.16.6. Alcohol and Other Substances

Driving a car, carrying out marshalling duties or performing activities connected with the running of the event while under the influence of alcohol, narcotic drugs or other substances that impair the ability to act safely is prohibited.

1.17. Protests and Refereeing Decisions

1.17.1. Protest

A competitor may lodge a protest concerning a decision, result or incident affecting competition.

1.17.2. Form

A protest must be submitted in writing to a representative of the Organiser.

It should identify the competitor, class or race, describe the incident and state the subject of the protest.

1.17.3. Time Limit

A protest must be lodged no later than 1 hour after the incident.

1.17.4. Protest Fee

Acceptance of a protest is conditional upon payment of a deposit equivalent to EUR 100.

If the protest is upheld in whole or in part, the deposit is refunded.

If the protest is rejected, the deposit is forfeited to the Organiser.

1.17.5. Protest Committee

A protest is considered by a committee consisting of:

1. Chief Referee,

2. Track Referee,

4. a representative of the Organiser,

5. one adult competitor selected at random from among the participants.

A person directly involved in the incident may not participate in consideration of the protest.

The committee may use results, timing-system data, video recordings and statements from the persons concerned.

1.17.6. Decision

The committee may reject or uphold the protest, amend a result, cancel or amend a penalty, or make another decision necessary for proper resolution of the matter.

1.17.7. Finality of the Decision

The committee's decision is final within Carpet Race competition.

1.18. Enforcement of the Regulations

1.18.1. Authority to Enforce the Regulations

The Referee and the Organiser have the authority to enforce all sporting and organisational regulations set out in this Handbook.

A breach of any of the above regulations may result in a penalty.

1.18.2. Selection of Penalty

When determining a penalty, the following are taken into account in particular:

- the nature of the infringement,
- its impact on the competition,
- any sporting advantage gained,
- its impact on other participants,
- any safety risk,
- whether the conduct is repeated.

Penalties set out in section 1.9 and specific penalties provided for elsewhere in the Handbook may be applied.

1.18.3. Repeated Infringements

Repeated, deliberate or serious infringements may result in a more severe penalty, including cancellation of a result or exclusion from further participation in the event.

1.18.4. Instructions of the Referee and Organiser

Competitors are required to follow instructions from the Referee and Organiser relating to the proper and safe running of the event.

Knowingly ignoring instructions may result in a penalty.

2. CLASS TECHNICAL REGULATIONS

2.1. Common Technical Regulations

2.1.1. Competitor Responsibility

The competitor is responsible for ensuring that the car complies with the technical regulations of the relevant class.

The car must remain compliant with the regulations throughout the event.

2.1.2. Weight Measurement

The minimum weight specified for a class applies to a race-ready car including:

- body shell,
- battery,
- personal transponder,
- all equipment used during the race.

2.1.3. Ride Height

The minimum ride height specified for a class is measured with the car ready to race.

No part of the chassis may be below the minimum value specified for the relevant class.

2.1.4. Chassis Fastening and Track-Surface Protection

All components on the underside of the car must be properly secured and must not present a risk of damaging the track surface.

In particular, driving with a loose screw, fastener or other component protruding below the chassis surface and capable of damaging the carpet is prohibited.

If such a defect is identified during technical inspection, the car will not be permitted to start until the defect has been permanently rectified.

Merely tightening the component temporarily may be considered insufficient where there is a risk that it could become loose again. Technical inspection may require an appropriate method of securing the connection against loosening again.

After repair, the car must be presented for technical inspection again before being permitted to run.

2.1.5. Tyre Additives

Only odourless tyre additives are permitted in all classes.

The use of additives producing an intense odour or potentially posing a hazard to participants is prohibited.

2.1.6. Controlled Tyres

In classes where the regulations require tyres to be purchased from the Organiser, only sets that:

- were purchased from the Organiser,
- were marked by the Organiser,
- retain a marking allowing identification during technical inspection

are permitted for the event.

2.1.7. Batteries

Batteries must comply with the requirements specified for the relevant class and with the general safety requirements set out in the sporting and organisational section of the Handbook.

Where EFRA approval is indicated as recommended, use of a battery appearing on the current EFRA list is recommended but not mandatory unless the regulations of the relevant class state otherwise.

2.2. E-10 TC Cadet

2.2.1. Competitors

The class is intended for competitors under 16 years of age.

A competitor entered in E-10 TC Cadet may not compete in any other class during the same round.

2.2.2. Chassis

A 1:10 scale chassis of classic one-piece plastic tub construction with shaft drive is permitted.

2.2.3. Motor

Permitted motor:

Tamiya 54358 Torque Tuned 540 Brushed Motor – 25T.

2.2.4. Battery

Permitted:

- NiMH – 6 cells,
- NiCd – 6 cells.

2.2.5. Tyres

Rubber slick tyres are permitted.

2.2.6. Tyre Additives

Only odourless tyre additives are permitted.

2.2.7. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.2.8. Minimum Ride Height

Minimum ride height is 5 mm.

2.3. E-14 Truck

2.3.1. Competitors

A competitor entered in E-14 Truck may not compete in any other class during the same round.

2.3.2. Chassis

A 1:10 scale chassis of classic one-piece plastic tub construction with shaft drive is permitted.

2.3.3. Motor

Permitted motor:

Tamiya 54358 Torque Tuned 540 Brushed Motor – 25T.

2.3.4. Battery

Permitted:

- NiMH – 6 cells,
- NiCd – 6 cells.

2.3.5. Tyres

Rubber slick tyres are permitted.

2.3.6. Tyre Additives

Only odourless tyre additives are permitted.

2.3.7. Body Shell

A 1:14 scale truck-style body shell is permitted.

Additional holes, cut-outs or other body modifications affecting its shape or aerodynamic properties are prohibited.

The body shell should be cut along the original cut lines indicated by the manufacturer.

2.3.8. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.3.9. Minimum Ride Height

Minimum ride height is 5 mm.

2.4. E-10 TC Formula

2.4.1. Chassis

A 1:10 scale Formula 1 pan-car chassis with rear-wheel drive (RWD) is permitted.

2.4.2. Motor

Permitted motor:

- 21.5T,
- 540 size,

- compliant with EFRA specification.

2.4.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.4.4. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.4.5. Tyres

Only Matrix foam tyres purchased from and marked by the Organiser are permitted.

2.4.6. Tyre Additives

Only odourless tyre additives are permitted.

2.4.7. Maximum Width

Maximum car width is 190 mm.

2.4.8. Minimum Weight

Minimum car weight is 1010 g, including the personal transponder.

2.4.9. Minimum Ride Height

Minimum ride height is 4 mm.

2.5. E-12 GT

2.5.1. Chassis

A 1:12 scale pan-car chassis with rear-wheel drive (RWD) is permitted.

2.5.2. Motor

Permitted motors:

- Hobbywing Justock G2 13.5T,
- Hobbywing Justock G2.1 13.5T.

2.5.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.5.4. Battery

LiPo or LiHV batteries with a maximum charged voltage of 4.20 V are permitted.

Use of EFRA-approved batteries is recommended.

2.5.5. Tyres

Foam tyres are permitted.

2.5.6. Tyre Additives

Only odourless tyre additives are permitted.

2.5.7. Body Shell

GT-style body shells are permitted.

The following body types are prohibited:

- Lola,
- Hypercar,
- LMP,
- prototypes with similar aerodynamic characteristics.

2.5.8. Minimum Weight

Minimum car weight is 760 g, including the personal transponder.

2.5.9. Minimum Ride Height

Minimum ride height is 3 mm.

2.6. E-10 TC Stock

2.6.1. Chassis

A 1:10 scale Touring Car chassis is permitted with:

- 4WD,
- independent suspension.

2.6.2. Motor

Only the following motors are permitted:

- Hobbywing Justock G2 13.5T,
- Hobbywing Justock G2.1 13.5T.

2.6.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.6.4. Gear Ratio

The minimum final drive ratio is:

FDR 5.0

A ratio lower than 5.0 is prohibited.

2.6.5. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.6.6. Tyres

Only HUDY C3 tyres purchased from and marked by the Organiser are permitted.

2.6.7. Tyre Additives

Only odourless tyre additives are permitted.

2.6.8. Body Shell

A 1:10 Touring Car body shell with current EFRA homologation is permitted.

2.6.9. Minimum Height

Minimum car height including the body shell is 115 mm.

2.6.10. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.6.11. Minimum Ride Height

Minimum ride height is 5 mm.

2.7. E-10 FWD

2.7.1. Chassis

A 1:10 scale Touring Car chassis is permitted with:

- independent suspension,
- drive exclusively to the front axle – FWD.

2.7.2. Motor

Permitted motor:

Hobbywing Justock G2.1 17.5T.

2.7.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.7.4. Gear Ratio

The minimum final drive ratio is:

FDR 5.0

A ratio lower than 5.0 is prohibited.

2.7.5. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.7.6. Tyres

Only HUDY and RIDE tyres purchased from and marked by the Organiser are permitted.

2.7.7. Tyre Additives

Only odourless tyre additives are permitted.

2.7.8. Maximum Width

Maximum car width is 190 mm.

2.7.9. Minimum Weight

Minimum car weight is 1250 g, including the personal transponder.

2.7.10. Minimum Ride Height

Minimum ride height is 5 mm.

2.8. E-10 Endurance

2.8.1. Chassis

A 1:10 scale Touring Car (TC) chassis with 2WD or 4WD is permitted.

2.8.2. Motor

Permitted motors:

- Hobbywing Justock G2 21.5T,
- Hobbywing Justock G2.1 21.5T.

2.8.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.8.4. Gear Ratio

Gear ratio is unrestricted.

2.8.5. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.8.6. Tyres

Rubber tyres are permitted.

2.8.7. Tyre Additives

Only odourless tyre additives are permitted.

2.8.8. Body Shell

Permitted body shells:

- Hypercar,

- GT.

The following are prohibited:

- Lola-type body shells,
- Touring Car body shells,
- truck-type body shells,
- Formula-type body shells,
- FWD-type body shells.

2.8.9. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.8.10. Minimum Ride Height

Minimum ride height is 5 mm.

2.9. E-10 Modified

2.9.1. Chassis

A 1:10 scale Touring Car chassis is permitted with:

- 4WD,
- independent suspension.

2.9.2. Motor

Permitted motor:

- 540 size,
- compliant with EFRA specification.

There is no turn limit unless otherwise stated by other class regulations.

Motors used in Stock classes (13.5T, 17.5T and 21.5T) are not permitted.

2.9.3. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.9.4. Tyres

Only HUDY C3 tyres purchased from and marked by the Organiser are permitted.

2.9.5. Tyre Additives

Only odourless tyre additives are permitted.

2.9.6. Body Shell

A 1:10 Touring Car body shell with current EFRA homologation is permitted.

2.9.7. Minimum Height

Minimum car height including the body shell is 115 mm.

2.9.8. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.9.9. Minimum Ride Height

Minimum ride height is 5 mm.

2.10. E-12

2.10.1. Chassis

A 1:12 scale pan-car chassis with rear-wheel drive (RWD) is permitted.

2.10.2. Motor

Permitted motor:

- 6.5T,
- 540 size,
- compliant with EFRA specification.

2.10.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.10.4. Battery

LiPo or LiHV batteries with a maximum charged voltage of 4.20 V are permitted.

Use of EFRA-approved batteries is recommended.

2.10.5. Tyres

Only Hot Race T-FOAM tyres purchased from and marked by the Organiser are permitted.

2.10.6. Tyre Additives

Only odourless tyre additives are permitted.

2.10.7. Body Shell

A 1:12 Lola-type body shell with current EFRA homologation is permitted.

2.10.8. Minimum Weight

Minimum car weight is 730 g, including the personal transponder.

2.10.9. Minimum Ride Height

Minimum ride height is 3 mm.

3. FINAL PROVISIONS

3.1. Amendments During the Season

The Organiser reserves the right to make minor changes, corrections and clarifications to this Handbook during the 2026/2027 season where necessary for the proper conduct of competition, safety, equal sporting conditions or to remove ambiguities revealed in practice.

Changes introduced during the season should not fundamentally alter the nature of individual classes or require competitors to incur unjustified costs associated with rebuilding cars or replacing equipment.

Every amendment or clarification will be communicated to competitors through the Organiser's official communication channels.

3.2. Matters Not Regulated

For sporting, organisational or technical matters not clearly regulated in this Handbook, the relevant provisions of the current EFRA Handbook shall apply in the first instance.

If the matter is also not resolved by EFRA regulations, the Organiser may base the decision on previous rulings and precedents from Carpet Race events, provided they concern situations of a comparable nature.

3.3. Hierarchy of Regulations

In the event of doubt or conflict, the following order applies:

1. Carpet Race Handbook 2026/2027,

6. current EFRA Handbook,

7. previous rulings and precedents from Carpet Race events,

8. decision of the Organiser or a referee appointed by the Organiser.

The provisions of this Handbook take precedence over EFRA regulations whenever a matter is specifically regulated herein.

3.4. Decisions in Unresolved Situations

If a situation cannot be clearly resolved on the basis of this Handbook, EFRA regulations or previous Carpet Race precedents, the decision shall be made by the Organiser or a referee appointed by the Organiser.

In making the decision, primary consideration shall be given to:

- safety,
- fair play,
- maintaining equal conditions of competition,
- the nature of the relevant class,
- the spirit and purpose of the Carpet Race regulations.

A decision made in this manner may serve as a precedent for subsequent analogous situations during the season.

3.5. Acceptance of the Handbook

Entering a Carpet Race event means that the competitor has read this Handbook and accepts the rules contained herein.

Lack of knowledge of the regulations does not exempt the competitor from the obligation to comply with them.

3.6. Entry into Force

This Handbook applies during the Carpet Race 2026/2027 season and enters into force on the date of the first official event covered by its provisions.

It remains in force until the end of the final round of the 2026/2027 season, including events, controlled practice sessions and Warm-Up events falling within its scope.

CARPET RACE

SEASON 2026/27

Sporting, Organisational and Technical Regulations

1. SPORTING AND ORGANISATIONAL REGULATIONS

1.1. General Provisions

1.1.1. Scope of Application

This Carpet Race Handbook sets out the sporting, organisational and technical regulations applicable to the Carpet Race series during the 2026/2027 season.

The provisions of this Handbook apply from the start of the first round of the 2026/2027 season until the end of the final round of the season.

The Handbook applies during all official events organised as part of Carpet Race, including:

- rounds counting towards the overall Carpet Race standings,
- official controlled practice sessions,
- practice sessions forming part of a round programme,
- Warm-Up events and practice sessions,
- other events designated by the Organiser as being run under Carpet Race regulations.

The regulations apply throughout the entire duration of each event, including where the results of a practice session or Warm-Up do not count towards the season standings.

1.1.2. Series Organisers

The organisers of the Carpet Race series in the 2026/2027 season are:

Stowarzyszenie Modelarstwa Kołowego "KM Zawadzkie"

ul. Opolska 23

47-120 Zawadzkie

Tax ID (NIP): 756-199-57-39

REGON: 525946653

and

MILANSport Michał Milanowicz

ul. Nowa 29

46-050 Tarnów Opolski

Tax ID (NIP): 9910368411

REGON: 385273426

The Organisers are jointly responsible for preparing and running the Carpet Race series, in particular for establishing sporting and technical regulations, organising individual rounds, publishing official announcements and maintaining the season standings.

In the remainder of this Handbook, the term "Organiser" means the above-mentioned organisers of the Carpet Race series.

1.1.3. Official Announcements

Official announcements concerning the organisation and running of Carpet Race events are published:

- on the official Facebook profile of Stowarzyszenie Modelarstwa Kołowego "KM Zawadzkie",
- on the official "Milansport Race" profile,
- during events – via the public-address system by a representative of the Organiser.

Announcements made during an event by a representative of the Organiser via the public-address system are official and become binding on participants from the moment they are announced.

Competitors are required to follow official announcements published before the event and announcements made during the event.

1.1.4. Obligation to Know the Regulations

Entering a Carpet Race event constitutes acceptance of this Handbook.

Each competitor is required to know the sporting and organisational regulations as well as the technical regulations applicable to the class in which they compete.

Lack of knowledge of the regulations does not exempt a competitor from the obligation to comply with them.

For underage competitors, the parent or legal guardian is also responsible for ensuring that the competitor is familiar with and complies with the regulations.

1.1.5. Interpretation of the Regulations

In the event of doubt concerning the interpretation of this Handbook, the final interpretation during an event rests with the Organiser and persons appointed by the Organiser.

If a situation arises that is not clearly described or resolved in this Handbook, the relevant provisions of the current official EFRA Handbook (European Federation of Radio Operated Model Automobiles) shall apply.

EFRA regulations are supplementary. In the event of any conflict between EFRA regulations and this Handbook, the Carpet Race Handbook takes precedence.

If a situation is also not resolved by EFRA regulations, the decision shall be made by the Organiser or a person appointed by the Organiser, taking into account fair competition, safety and equal treatment of competitors.

1.1.6. Amendments and Supplements to the Handbook

The Organiser reserves the right to introduce amendments and supplements to the Handbook during the season if they prove necessary for organisational, technical or safety reasons or for the proper conduct of competition.

Changes will be published through the Organiser's official communication channels.

Changes to technical regulations during the season should be limited to cases necessary to maintain safety, fair competition or to correct an obvious error or ambiguity.

1.1.7. Fair Play

Fair play is the foundation of Carpet Race competition.

Competitors, mechanics, guardians and all other participants are expected to behave in accordance with the principles of fair competition and mutual respect and to follow the instructions of persons responsible for running the event.

Deliberately exploiting loopholes or ambiguities in the regulations in a manner contrary to their obvious purpose may be treated as a breach of the sporting regulations.

1.2. Event Entries

1.2.1. Entry Method

Entries are accepted exclusively through the MyRCM.ch portal using the entry form for the relevant round.

Entries submitted in any other manner are not considered valid.

An incomplete entry is considered invalid. In particular, the competitor's correct first and last name and transponder number must be provided.

1.2.2. Entry Deadline

Entries for each round close on the Wednesday preceding the event at 23:59:59.

1.2.3. Entry Fees

Participation in the event is conditional upon payment of the entry fee and fulfilment of the remaining entry requirements set out in this Handbook.

The entry fee is:

- PLN 150 – first car,
- PLN 80 – second car,
- PLN 30 – competitor in the E-10 TC Cadet class.

Payment of the entry fee constitutes confirmation of the competitor's participation in the event.

The entry fee is non-refundable in the event of:

- withdrawal by the competitor,
- the competitor's absence,
- withdrawal during the event,
- other reasons for withdrawal attributable to the competitor.

Transfer of an entry fee to another competitor, another Carpet Race round or another event organised by the Organiser is possible only with the Organiser's approval.

If an event is cancelled or its date is changed by the Organiser, the rules concerning entry fees already paid will be set out in a separate official announcement.

In justified, exceptional cases, the Organiser may make an individual decision to refund all or part of an entry fee. The decision in this respect rests with the Organiser.

1.2.4. Competing in Multiple Classes

A competitor may compete in more than one class during a single round.

Competitors entered in E-10 TC Cadet or E-14 Truck are an exception and may not compete in any other class during the same round.

1.2.5. Withdrawal

Withdrawal from an event must be made through MyRCM.

If deregistration through MyRCM is no longer possible, notice of withdrawal must be sent to:

roland.rzepczyk@gmail.com

Submitting a withdrawal does not automatically entitle the competitor to a refund of the entry fee. Refund and transfer rules are set out in section 1.2.3.

1.2.6. Late Entries

In exceptional circumstances, the Organiser may accept an entry after registration has closed.

Each such case is considered individually by the Organiser.

Acceptance of a late entry may depend on organisational possibilities, in particular the prepared timetable, group allocation and number of competitors in the relevant class.

1.2.7. Minimum Number of Cars

A minimum of 5 correctly entered cars is required for a class to be run.

If the required number of cars has not been reached after registration closes, the Organiser will announce that the class will not be run no later than 1 day after entries close.

If a class is not run due to an insufficient number of entries, the competitor is entitled either to a refund of the entry fee paid for that class or to transfer it to another class or round, at the competitor's choice.

1.3. Organisation and Round Schedule

1.3.1. Round Programme

Each round is run according to a timetable prepared by the Organiser.

The programme may include free practice, controlled practice, qualifying, finals, technical breaks, a drivers' briefing and prize-giving.

1.3.2. Publication of the Timetable

The timetable is published after entries close and groups have been prepared.

It may be published through the Organiser's official channels and MyRCM.

The competitor is responsible for knowing the current timetable.

1.3.3. Changes to the Timetable

The Organiser may change the timetable before or during the event due to attendance, delays, failures, safety or other organisational circumstances.

The timetable cannot be changed to accommodate competitors entered in multiple classes.

1.3.4. Punctuality

The competitor is responsible for reporting on time for practice, qualifying, finals and marshalling duties.

A competitor being late is not grounds for delaying a heat or final.

1.3.5. Order of Classes and Heats

The order of classes and groups is determined by the Organiser and may be changed where required for the proper running of the event.

1.3.6. Entry of the Next Group onto the Track

After a heat or final has ended, cars from the next group may enter the track only after a clear announcement from the Track Referee or the person running the event.

The mere fact that the previous heat has ended does not constitute permission to enter the track.

1.3.7. Breaks and Delays

The Organiser may order a technical break or temporarily suspend the event.

In the event of a delay, the timetable may be amended or shortened accordingly.

1.3.8. Suspension or Termination of the Event

If it is no longer possible to continue the event, the Organiser may stop the round, reduce the number of races, cancel part of the programme or terminate the event.

1.4. Allocation of Competitors to Groups

1.4.1. Practice Groups

During the first round of the season, competitors are allocated to practice groups randomly.

During subsequent rounds, allocation is based on the current Carpet Race ranking.

1.4.2. Qualifying Groups

Qualifying groups are created on the basis of controlled practice results so that competitors of similar pace are placed in the same group.

1.4.3. Number of Cars in a Group

As a standard rule, a group may contain a maximum of 10 cars.

In exceptional circumstances, the Organiser may increase this number.

1.4.4. Formation of Finals

After qualifying, competitors are assigned to A, B, C finals, etc., according to the final qualifying ranking.

The number of finals and the number of cars in each final are determined according to attendance.

1.5. Practice

1.5.1. Free Practice

Free practice may be held if permitted by the timetable and organisational possibilities.

1.5.2. Controlled Practice

Controlled practice is held before qualifying and its results are used to form the qualifying groups.

1.5.3. Track Use

During practice, safe driving and fair-play rules apply. Only serviceable cars that do not damage the track or other cars may be driven.

1.5.4. Priority

A competitor driving a slower car should allow a clearly faster car to pass safely.

A faster competitor may not force a pass through contact.

1.6. Qualifying

1.6.1. Number of Qualifying Rounds

A minimum of 3 and a maximum of 5 qualifying rounds are run.

1.6.2. Duration

- E-12 – 8 minutes,
- E-12 GT – 8 minutes,
- all other classes – 5 minutes.

1.6.3. Preparation

Cars should be on the start line no later than 30 seconds before the start of qualifying.

1.6.4. Start

Qualifying uses an individual/staggered start, with each competitor or assigned number being called.

Each car starts and completes its qualifying time individually.

1.6.5. Result

The result is determined by the number of valid laps completed and the elapsed time.

A greater number of laps is the better result. Where the number of laps is identical, the shorter time is the better result.

1.6.6. Qualifying Ranking

The final qualifying ranking counts:

- the best 3 results from 5 qualifying rounds,
- the best 2 results from 4 qualifying rounds,
- the best 2 results from 3 qualifying rounds.

When comparing competitors, their best result, second-best result and, where five qualifying rounds are held, third-best result are compared in sequence, expressed as laps and time.

1.6.7. Positions for the Finals

The qualifying ranking determines allocation to a final and the starting position.

1.7. Finals

1.7.1. Allocation

Competitors are allocated to A, B, C finals, etc., according to the qualifying ranking.

1.7.2. Number of Finals

- E-10 Endurance – 1 final,
- all other classes – 3 finals.

1.7.3. Duration

- E-10 Endurance – 30 minutes,
- E-12 – 8 minutes,
- E-12 GT – 8 minutes,
- all other classes – 5 minutes.

1.7.4. Starting Grid

The start takes place from grid positions marked on the start/finish straight in Formula-style formation.

1.7.5. Starting Procedure

Cars should be on their grid positions no later than 45 seconds before the start.

From 10 seconds before the start signal, cars must remain stationary.

1.7.6. False Start

Movement of a car during the final 10 seconds before the start signal constitutes a false start.

A false start results in a +10 second time penalty added to the competitor's result in that final.

Alternatively, where the start is repeated, the above penalty may be replaced by moving the competitor to the last starting position.

1.7.7. Restart

A restart may be ordered by the referee if the situation during the start requires the race to be started again.

Competitors are then given an additional one-minute preparation period.

1.7.8. Final Classification

In classes with three finals, the best 2 results out of 3 count.

In E-10 Endurance, the result of the single final determines the classification.

1.7.9. Ties

In the event of a tie, the following are considered in order:

1. better finishing position in the best counting final,
2. better result – laps and time – in the best counting final,
3. higher qualifying position.

1.8. Driving Rules

1.8.1. Fair Play

Competitors are required to drive in accordance with the principles of fair play.

1.8.2. Overtaking

The overtaking driver is responsible for carrying out the manoeuvre in a controlled and safe manner.

1.8.3. Defending Position

Defending a position is permitted provided it is done predictably and safely.

1.8.4. Being Lapped

A competitor being lapped should allow the lapping car to pass at the first safe opportunity.

1.8.5. Rejoining the Track

A car rejoining the track must give way to cars already on the track.

1.8.6. Collisions

Deliberately causing collisions, forcing an opponent off the track or gaining a position through improper contact may result in a penalty.

1.8.7. Waiting After a Collision

A competitor who, through their own error, gains a position as a result of a collision should – where safe to do so – allow the affected competitor to regain the position.

1.8.8. Damaged Car

Driving may continue only with a car that remains under control and does not create a hazard.

The referee may order a damaged car to leave the track.

1.8.9. Referee Instructions

Competitors are required to follow the referee's instructions.

1.9. Refereeing and Penalties

1.9.1. Refereeing

The proper conduct of competition is supervised by the Track Referee and persons appointed by the Organiser.

1.9.2. Types of Penalties

The following penalties may be applied:

- warning,
- Stop & Go,
- time penalty,
- penalty of one or more laps,
- cancellation of a race result,
- disqualification.

1.9.3. Stop & Go

After a Stop & Go penalty is announced, the competitor must serve it during the current lap or the following lap.

The car must be stopped at the location indicated by the referee or Organiser.

Failure to serve the penalty within the required time may result in an additional penalty.

1.9.4. Unsporting Conduct

Deliberately causing collisions, ignoring instructions, deliberately obstructing competition or other conduct contrary to fair play may result in a penalty.

1.10. Track Marshalling

1.10.1. Obligation

Track marshalling is a mandatory part of participation in the event.

1.10.2. Marshalling Positions

The competitor must be at the assigned marshalling position before the start of the race.

1.10.3. Substitute Marshal

A competitor may arrange a substitute while remaining responsible for proper staffing of their assigned position.

A substitute may not be a person for whom the nature of the class being marshalled could pose a genuine safety risk.

1.10.4. Safety

Cars must be picked up and repositioned safely, with due attention to approaching cars.

1.10.5. Failure to Marshal

The absence of the competitor or their substitute from the assigned position constitutes failure to fulfil the marshalling obligation.

1.10.6. Penalty

For failure to marshal, the competitor's best result obtained on that day in the class to which the marshalling duty related is deleted.

If the situation is repeated, the Organiser may remove the competitor from the entry list and exclude them from further participation in the round.

A one-time warning may be given for being late to a marshalling duty.

1.11. Technical Inspection

1.11.1. Pre-Race Inspection

Every car is subject to technical inspection before every race.

1.11.2. Scope

The following may be checked, among other items:

- ride height,
- weight,

- battery,
- tyres.

The following may also be subject to random post-race inspection:

- gear ratio,
- motor,
- ESC,
- body shell,
- car dimensions.

1.11.3. Responsibility

The competitor is responsible for ensuring that the car complies with the regulations.

1.11.4. Non-Compliance

A car that does not comply with the regulations will not be permitted to start until the non-compliance has been corrected.

The need to correct a car is not grounds for delaying the race.

1.11.5. Technical Inspection Card

The competitor is required to keep the technical inspection card with them throughout the event and present it at the request of the referee or Organiser.

The card must not be left at the technical inspection station.

Loss of the card, leaving it behind or inability to present it results in the competitor not being permitted to take part in the remaining races of the round.

1.12. Batteries and Safety

1.12.1. Batteries

LiPo batteries must have a hardcase and must not present a safety hazard.

Damaged, deformed or swollen batteries may not be used.

1.12.2. Voltage

The maximum voltage is determined in accordance with the current EFRA regulations.

On the date of publication of this Handbook, it is 4.20 V per cell:

- 1S – 4.20 V,
- 2S – 8.40 V.

1.12.3. Charging

Batteries may be charged at a maximum current of 12 A and discharged at a maximum current of 20 A.

Cables and equipment must not create a hazard in the pit area.

1.12.4. LiPo Bag

A LiPo Bag is mandatory during charging and discharging.

1.12.5. Damaged Batteries

Mechanically damaged batteries may not be used.

The competitor is responsible for securing and disposing of a damaged battery.

The Organiser may assist with safely securing it.

1.12.6. Pit Area

Workstations, electrical equipment and cables must be used safely and must not obstruct access routes.

1.13. Transponders and Timing

1.13.1. Transponder

Each competitor must have a functioning transponder compatible with the timing system.

1.13.2. Responsibility

The competitor is responsible for installation, connection and operation of the transponder and for ensuring that the correct transponder number is registered.

1.13.3. Missing Detection

A missed detection caused by a problem with the competitor's transponder is not grounds for rerunning the race.

1.13.4. Manual Correction

A result may be corrected manually only in exceptional cases where the correct result can be unambiguously verified.

1.13.5. Timing System Failure

In the event of a timing-system failure, the Organiser may order the race to be rerun, cancel it or accept the result if the available data allow it to be reliably established.

1.14. Round Classification

1.14.1. Classification

In classes with three finals, the classification is determined from the best 2 final results.

In E-10 Endurance, the single final determines the result.

1.14.2. Points

Position – Points

1 – 100

2 – 96

3 – 92

4 – 88

5 – 84

6 – 82

7 – 80

8 – 78

9 – 76

10 – 74

11 – 73

12 – 72

13 – 71

14 – 70

15 – 69

16 – 68

17 – 67

18 – 66

19 – 65

20 – 64

From 11th place onwards, the score decreases by 1 point for each subsequent position, down to 83rd place = 1 point.

1.14.3. DNF

DNF – Did Not Finish means a competitor who started but did not finish the race.

The competitor is classified according to completed laps and time and retains the right to points corresponding to the finishing position achieved.

1.14.4. DNS

DNS – Did Not Start means a competitor who did not start.

A competitor who did not start in the round receives 0 points.

1.14.5. DSQ

DSQ – Disqualified means disqualification.

If a competitor is disqualified from the entire round, they receive 0 points.

1.15. Carpet Race Season Standings

1.15.1. Overall Standings

A separate season classification is maintained for each class.

1.15.2. Number of Counting Rounds

The season consists of 5 points-scoring rounds.

The best 4 results from the 5 rounds count towards the final standings.

The worst result is dropped.

1.15.3. Eligibility for Final Classification

To be classified in the final season standings, a competitor must:

- participate in at least one Carpet Race round during the season,
- participate in the final round of the season.

Failure to participate in the final round means that the competitor does not meet the requirements for final season classification.

If a competitor has participated in fewer than four rounds, all results obtained by that competitor are counted.

1.15.4. Ties

If competitors have the same number of points, the higher position is awarded to the competitor with the better result in the final round of the season.

1.16. Conduct of Competitors, Mechanics and Accompanying Persons

1.16.1. Personal Conduct

Participants are required to behave with proper personal conduct, mutual respect and fair play.

Verbal or physical aggression and insulting competitors, referees or the Organiser are prohibited and may result in removal from the event and deletion of the result.

1.16.2. Drivers' Rostrum

During a race, only competitors from the current group and persons authorised by the Organiser may be present on the drivers' rostrum.

Deliberately distracting other competitors is prohibited.

1.16.3. Pit Area

Competitors are required to keep their workstations safe and in a condition that does not hinder others.

1.16.4. Referee's Work

Interfering with the referee's work during a race is prohibited.

Comments concerning refereeing decisions should be submitted to the Organiser after the race has ended, without disrupting the further running of the event.

1.16.5. Accompanying Persons and Children

A competitor is responsible for accompanying persons and children under their supervision.

Unauthorised persons may not enter the track, marshalling positions, drivers' rostrum or timing area.

A parent or legal guardian is responsible for any damage caused by a minor.

1.16.6. Alcohol and Other Substances

Driving a car, carrying out marshalling duties or performing activities connected with the running of the event while under the influence of alcohol, narcotic drugs or other substances that impair the ability to act safely is prohibited.

1.17. Protests and Refereeing Decisions

1.17.1. Protest

A competitor may lodge a protest concerning a decision, result or incident affecting competition.

1.17.2. Form

A protest must be submitted in writing to a representative of the Organiser.

It should identify the competitor, class or race, describe the incident and state the subject of the protest.

1.17.3. Time Limit

A protest must be lodged no later than 1 hour after the incident.

1.17.4. Protest Fee

Acceptance of a protest is conditional upon payment of a deposit equivalent to EUR 100.

If the protest is upheld in whole or in part, the deposit is refunded.

If the protest is rejected, the deposit is forfeited to the Organiser.

1.17.5. Protest Committee

A protest is considered by a committee consisting of:

- Chief Referee,
- Track Referee,
- a representative of the Organiser,
- one adult competitor selected at random from among the participants.

A person directly involved in the incident may not participate in consideration of the protest.

The committee may use results, timing-system data, video recordings and statements from the persons concerned.

1.17.6. Decision

The committee may reject or uphold the protest, amend a result, cancel or amend a penalty, or make another decision necessary for proper resolution of the matter.

1.17.7. Finality of the Decision

The committee's decision is final within Carpet Race competition.

1.18. Enforcement of the Regulations

1.18.1. Authority to Enforce the Regulations

The Referee and the Organiser have the authority to enforce all sporting and organisational regulations set out in this Handbook.

A breach of any of the above regulations may result in a penalty.

1.18.2. Selection of Penalty

When determining a penalty, the following are taken into account in particular:

- the nature of the infringement,
- its impact on the competition,
- any sporting advantage gained,
- its impact on other participants,
- any safety risk,
- whether the conduct is repeated.

Penalties set out in section 1.9 and specific penalties provided for elsewhere in the Handbook may be applied.

1.18.3. Repeated Infringements

Repeated, deliberate or serious infringements may result in a more severe penalty, including cancellation of a result or exclusion from further participation in the event.

1.18.4. Instructions of the Referee and Organiser

Competitors are required to follow instructions from the Referee and Organiser relating to the proper and safe running of the event.

Knowingly ignoring instructions may result in a penalty.

2. CLASS TECHNICAL REGULATIONS

2.1. Common Technical Regulations

2.1.1. Competitor Responsibility

The competitor is responsible for ensuring that the car complies with the technical regulations of the relevant class.

The car must remain compliant with the regulations throughout the event.

2.1.2. Weight Measurement

The minimum weight specified for a class applies to a race-ready car including:

- body shell,
- battery,
- personal transponder,
- all equipment used during the race.

2.1.3. Ride Height

The minimum ride height specified for a class is measured with the car ready to race.

No part of the chassis may be below the minimum value specified for the relevant class.

2.1.4. Chassis Fastening and Track-Surface Protection

All components on the underside of the car must be properly secured and must not present a risk of damaging the track surface.

In particular, driving with a loose screw, fastener or other component protruding below the chassis surface and capable of damaging the carpet is prohibited.

If such a defect is identified during technical inspection, the car will not be permitted to start until the defect has been permanently rectified.

Merely tightening the component temporarily may be considered insufficient where there is a risk that it could become loose again. Technical inspection may require an appropriate method of securing the connection against loosening again.

After repair, the car must be presented for technical inspection again before being permitted to run.

2.1.5. Tyre Additives

Only odourless tyre additives are permitted in all classes.

The use of additives producing an intense odour or potentially posing a hazard to participants is prohibited.

2.1.6. Controlled Tyres

In classes where the regulations require tyres to be purchased from the Organiser, only sets that:

- were purchased from the Organiser,
- were marked by the Organiser,
- retain a marking allowing identification during technical inspection

are permitted for the event.

2.1.7. Batteries

Batteries must comply with the requirements specified for the relevant class and with the general safety requirements set out in the sporting and organisational section of the Handbook.

Where EFRA approval is indicated as recommended, use of a battery appearing on the current EFRA list is recommended but not mandatory unless the regulations of the relevant class state otherwise.

2.2. E-10 TC Cadet

2.2.1. Competitors

The class is intended for competitors under 16 years of age.

A competitor entered in E-10 TC Cadet may not compete in any other class during the same round.

2.2.2. Chassis

A 1:10 scale chassis of classic one-piece plastic tub construction with shaft drive is permitted.

2.2.3. Motor

Permitted motor:

Tamiya 54358 Torque Tuned 540 Brushed Motor – 25T.

2.2.4. Battery

Permitted:

- NiMH – 6 cells,
- NiCd – 6 cells.

2.2.5. Tyres

Rubber slick tyres are permitted.

2.2.6. Tyre Additives

Only odourless tyre additives are permitted.

2.2.7. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.2.8. Minimum Ride Height

Minimum ride height is 5 mm.

2.3. E-14 Truck

2.3.1. Competitors

A competitor entered in E-14 Truck may not compete in any other class during the same round.

2.3.2. Chassis

A 1:10 scale chassis of classic one-piece plastic tub construction with shaft drive is permitted.

2.3.3. Motor

Permitted motor:

Tamiya 54358 Torque Tuned 540 Brushed Motor – 25T.

2.3.4. Battery

Permitted:

- NiMH – 6 cells,
- NiCd – 6 cells.

2.3.5. Tyres

Rubber slick tyres are permitted.

2.3.6. Tyre Additives

Only odourless tyre additives are permitted.

2.3.7. Body Shell

A 1:14 scale truck-style body shell is permitted.

Additional holes, cut-outs or other body modifications affecting its shape or aerodynamic properties are prohibited.

The body shell should be cut along the original cut lines indicated by the manufacturer.

2.3.8. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.3.9. Minimum Ride Height

Minimum ride height is 5 mm.

2.4. E-10 TC Formula

2.4.1. Chassis

A 1:10 scale Formula 1 pan-car chassis with rear-wheel drive (RWD) is permitted.

2.4.2. Motor

Permitted motor:

- 21.5T,
- 540 size,

- compliant with EFRA specification.

2.4.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.4.4. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.4.5. Tyres

Only Matrix foam tyres purchased from and marked by the Organiser are permitted.

2.4.6. Tyre Additives

Only odourless tyre additives are permitted.

2.4.7. Maximum Width

Maximum car width is 190 mm.

2.4.8. Minimum Weight

Minimum car weight is 1010 g, including the personal transponder.

2.4.9. Minimum Ride Height

Minimum ride height is 4 mm.

2.5. E-12 GT

2.5.1. Chassis

A 1:12 scale pan-car chassis with rear-wheel drive (RWD) is permitted.

2.5.2. Motor

Permitted motors:

- Hobbywing Justock G2 13.5T,
- Hobbywing Justock G2.1 13.5T.

2.5.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.5.4. Battery

LiPo or LiHV batteries with a maximum charged voltage of 4.20 V are permitted.

Use of EFRA-approved batteries is recommended.

2.5.5. Tyres

Foam tyres are permitted.

2.5.6. Tyre Additives

Only odourless tyre additives are permitted.

2.5.7. Body Shell

GT-style body shells are permitted.

The following body types are prohibited:

- Lola,
- Hypercar,
- LMP,
- prototypes with similar aerodynamic characteristics.

2.5.8. Minimum Weight

Minimum car weight is 760 g, including the personal transponder.

2.5.9. Minimum Ride Height

Minimum ride height is 3 mm.

2.6. E-10 TC Stock

2.6.1. Chassis

A 1:10 scale Touring Car chassis is permitted with:

- 4WD,
- independent suspension.

2.6.2. Motor

Only the following motors are permitted:

- Hobbywing Justock G2 13.5T,
- Hobbywing Justock G2.1 13.5T.

2.6.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.6.4. Gear Ratio

The minimum final drive ratio is:

FDR 5.0

A ratio lower than 5.0 is prohibited.

2.6.5. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.6.6. Tyres

Only HUDY C3 tyres purchased from and marked by the Organiser are permitted.

2.6.7. Tyre Additives

Only odourless tyre additives are permitted.

2.6.8. Body Shell

A 1:10 Touring Car body shell with current EFRA homologation is permitted.

2.6.9. Minimum Height

Minimum car height including the body shell is 115 mm.

2.6.10. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.6.11. Minimum Ride Height

Minimum ride height is 5 mm.

2.7. E-10 FWD

2.7.1. Chassis

A 1:10 scale Touring Car chassis is permitted with:

- independent suspension,
- drive exclusively to the front axle – FWD.

2.7.2. Motor

Permitted motor:

Hobbywing Justock G2.1 17.5T.

2.7.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.7.4. Gear Ratio

The minimum final drive ratio is:

FDR 5.0

A ratio lower than 5.0 is prohibited.

2.7.5. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.7.6. Tyres

Only HUDY and RIDE tyres purchased from and marked by the Organiser are permitted.

2.7.7. Tyre Additives

Only odourless tyre additives are permitted.

2.7.8. Maximum Width

Maximum car width is 190 mm.

2.7.9. Minimum Weight

Minimum car weight is 1250 g, including the personal transponder.

2.7.10. Minimum Ride Height

Minimum ride height is 5 mm.

2.8. E-10 Endurance

2.8.1. Chassis

A 1:10 scale Touring Car (TC) chassis with 2WD or 4WD is permitted.

2.8.2. Motor

Permitted motors:

- Hobbywing Justock G2 21.5T,
- Hobbywing Justock G2.1 21.5T.

2.8.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.8.4. Gear Ratio

Gear ratio is unrestricted.

2.8.5. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.8.6. Tyres

Rubber tyres are permitted.

2.8.7. Tyre Additives

Only odourless tyre additives are permitted.

2.8.8. Body Shell

Permitted body shells:

- Hypercar,

- GT.

The following are prohibited:

- Lola-type body shells,
- Touring Car body shells,
- truck-type body shells,
- Formula-type body shells,
- FWD-type body shells.

2.8.9. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.8.10. Minimum Ride Height

Minimum ride height is 5 mm.

2.9. E-10 Modified

2.9.1. Chassis

A 1:10 scale Touring Car chassis is permitted with:

- 4WD,
- independent suspension.

2.9.2. Motor

Permitted motor:

- 540 size,
- compliant with EFRA specification.

There is no turn limit unless otherwise stated by other class regulations.

Motors used in Stock classes (13.5T, 17.5T and 21.5T) are not permitted.

2.9.3. Battery

LiPo or LiHV batteries with a maximum charged voltage of 8.40 V are permitted.

Use of EFRA-approved batteries is recommended.

2.9.4. Tyres

Only HUDY C3 tyres purchased from and marked by the Organiser are permitted.

2.9.5. Tyre Additives

Only odourless tyre additives are permitted.

2.9.6. Body Shell

A 1:10 Touring Car body shell with current EFRA homologation is permitted.

2.9.7. Minimum Height

Minimum car height including the body shell is 115 mm.

2.9.8. Minimum Weight

Minimum car weight is 1300 g, including the personal transponder.

2.9.9. Minimum Ride Height

Minimum ride height is 5 mm.

2.10. E-12

2.10.1. Chassis

A 1:12 scale pan-car chassis with rear-wheel drive (RWD) is permitted.

2.10.2. Motor

Permitted motor:

- 6.5T,
- 540 size,
- compliant with EFRA specification.

2.10.3. ESC

The ESC must operate in Zero Boost / Blinky Mode.

2.10.4. Battery

LiPo or LiHV batteries with a maximum charged voltage of 4.20 V are permitted.

Use of EFRA-approved batteries is recommended.

2.10.5. Tyres

Only Hot Race T-FOAM tyres purchased from and marked by the Organiser are permitted.

2.10.6. Tyre Additives

Only odourless tyre additives are permitted.

2.10.7. Body Shell

A 1:12 Lola-type body shell with current EFRA homologation is permitted.

2.10.8. Minimum Weight

Minimum car weight is 730 g, including the personal transponder.

2.10.9. Minimum Ride Height

Minimum ride height is 3 mm.

3. FINAL PROVISIONS

3.1. Amendments During the Season

The Organiser reserves the right to make minor changes, corrections and clarifications to this Handbook during the 2026/2027 season where necessary for the proper conduct of competition, safety, equal sporting conditions or to remove ambiguities revealed in practice.

Changes introduced during the season should not fundamentally alter the nature of individual classes or require competitors to incur unjustified costs associated with rebuilding cars or replacing equipment.

Every amendment or clarification will be communicated to competitors through the Organiser's official communication channels.

3.2. Matters Not Regulated

For sporting, organisational or technical matters not clearly regulated in this Handbook, the relevant provisions of the current EFRA Handbook shall apply in the first instance.

If the matter is also not resolved by EFRA regulations, the Organiser may base the decision on previous rulings and precedents from Carpet Race events, provided they concern situations of a comparable nature.

3.3. Hierarchy of Regulations

In the event of doubt or conflict, the following order applies:

- Carpet Race Handbook 2026/2027,
- current EFRA Handbook
- previous rulings and precedents from Carpet Race events,
- decision of the Organiser or a referee appointed by the Organiser.

The provisions of this Handbook take precedence over EFRA regulations whenever a matter is specifically regulated herein.

3.4. Decisions in Unresolved Situations

If a situation cannot be clearly resolved on the basis of this Handbook, EFRA regulations or previous Carpet Race precedents, the decision shall be made by the Organiser or a referee appointed by the Organiser.

In making the decision, primary consideration shall be given to:

- safety,
- fair play,
- maintaining equal conditions of competition,
- the nature of the relevant class,
- the spirit and purpose of the Carpet Race regulations.

A decision made in this manner may serve as a precedent for subsequent analogous situations during the season.

3.5. Acceptance of the Handbook

Entering a Carpet Race event means that the competitor has read this Handbook and accepts the rules contained herein.

Lack of knowledge of the regulations does not exempt the competitor from the obligation to comply with them.

3.6. Entry into Force

This Handbook applies during the Carpet Race 2026/2027 season and enters into force on the date of the first official event covered by its provisions.

It remains in force until the end of the final round of the 2026/2027 season, including events, controlled practice sessions and Warm-Up events falling within its scope.