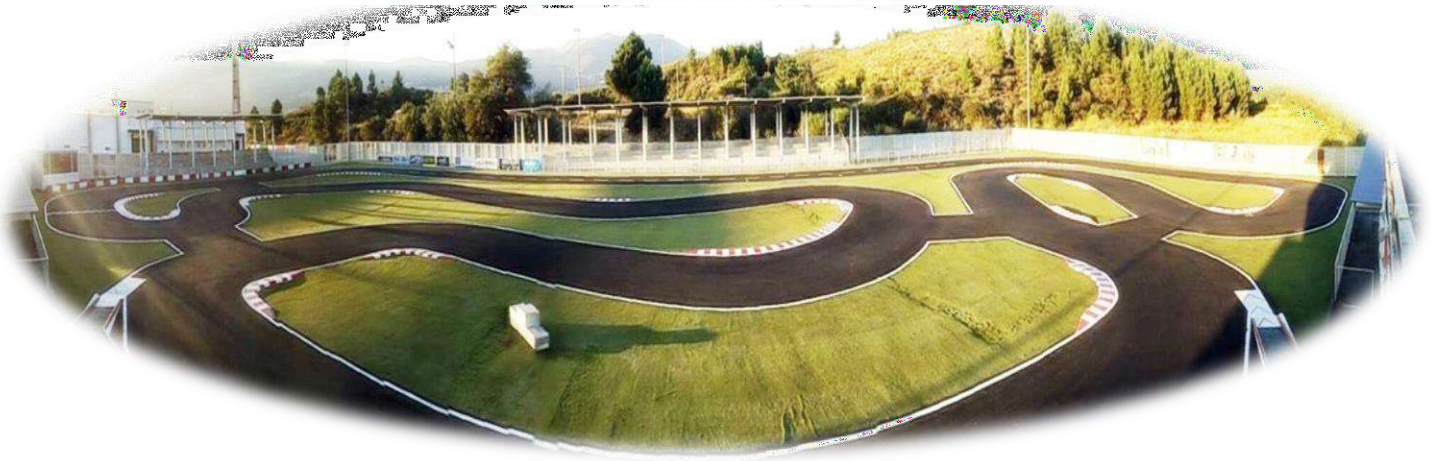
ASSOCIAÇÃO DE MODELISMO DE VILA REAL



EUROPEAN CHAMPIONSHIP

GT8 IC/GTe

25TH-30TH May 2026

VILA REAL - PORTUGAL

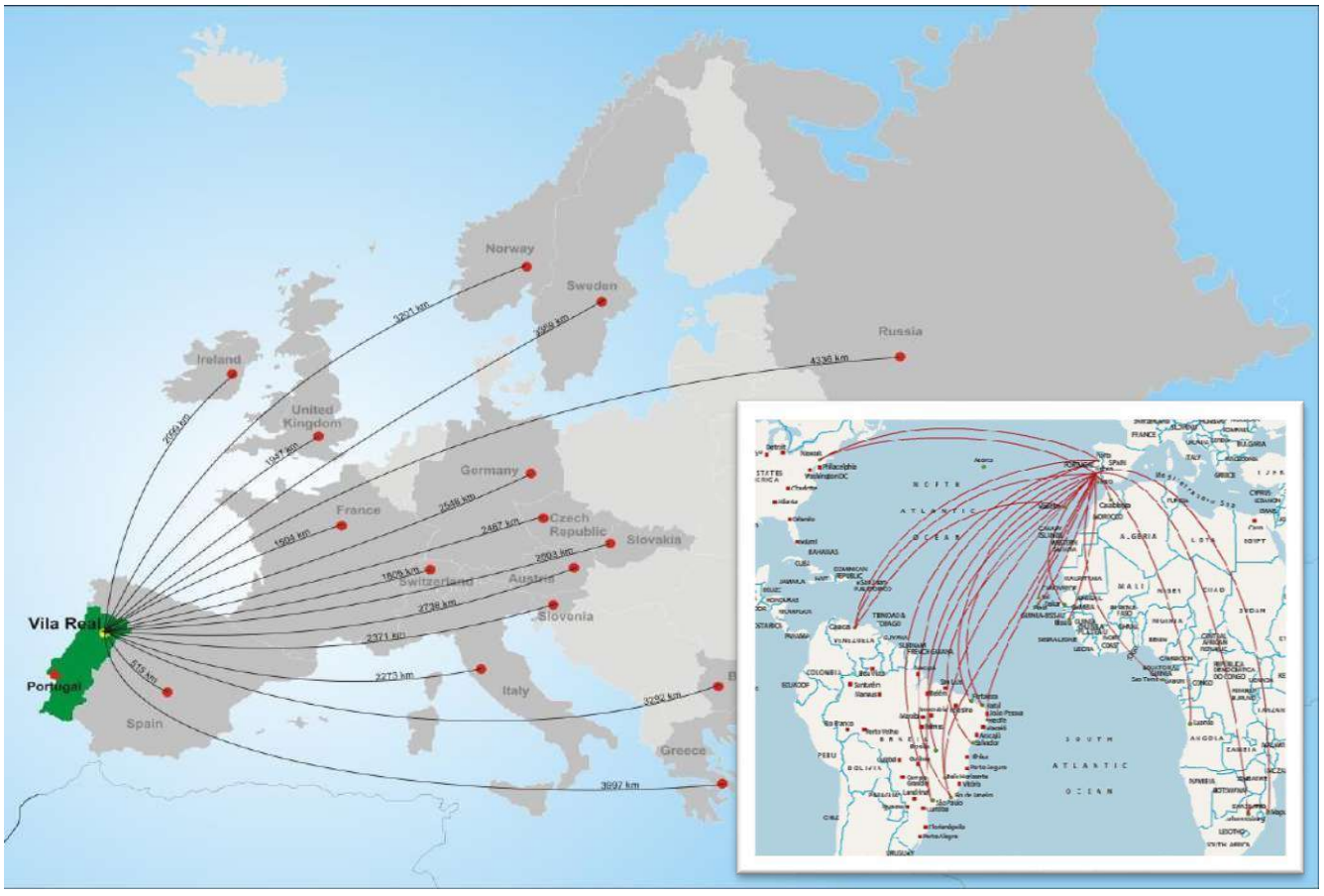
EFRA
RC MOTORSPORT EUROPE

FEPRA
Federação Portuguesa de Rádio Modelismo Automóvel

The City of Vila Real



Founded in 1272, Vila Real (which means 'Royal Town') is a thriving agricultural centre ideally situated on an upland plateau ringed with mountains. Over the centuries, Vila Real's strategic location at the juncture of the Douro Valley and Trás-os-Montes provinces in the heart of northern Portugal has helped it to play an important role in the economy of the region.



Vila Real is one city located in the north of Portugal,
100 km far from Porto,
and 400 km far from Lisbon (the capital).







The main roads to access to the city are IP4, A4 and A24

The local Aerodrome met daily direct flights to Lisbon, capital of Portugal.



Hotel accommodation

Official Event Hotel

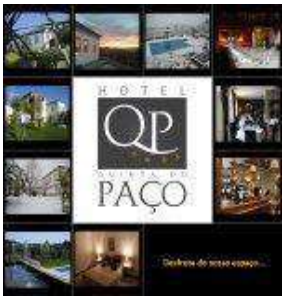




Hotel Mira Corgo ***
Avenida 1º de Maio, 76/78
5000-651 Vila Real
T. 259 325 001 / F. 259 325 006
Web page: www.hotelmiracorgo.com E-mail: miracorgo@mail.telepac.pt

Other accommodation





Estalagem Quinta do Paço
Estrada Nacional 322, Arroios
5000-.51 Vila Real
T. 259 340 790 / F. 259 340 799



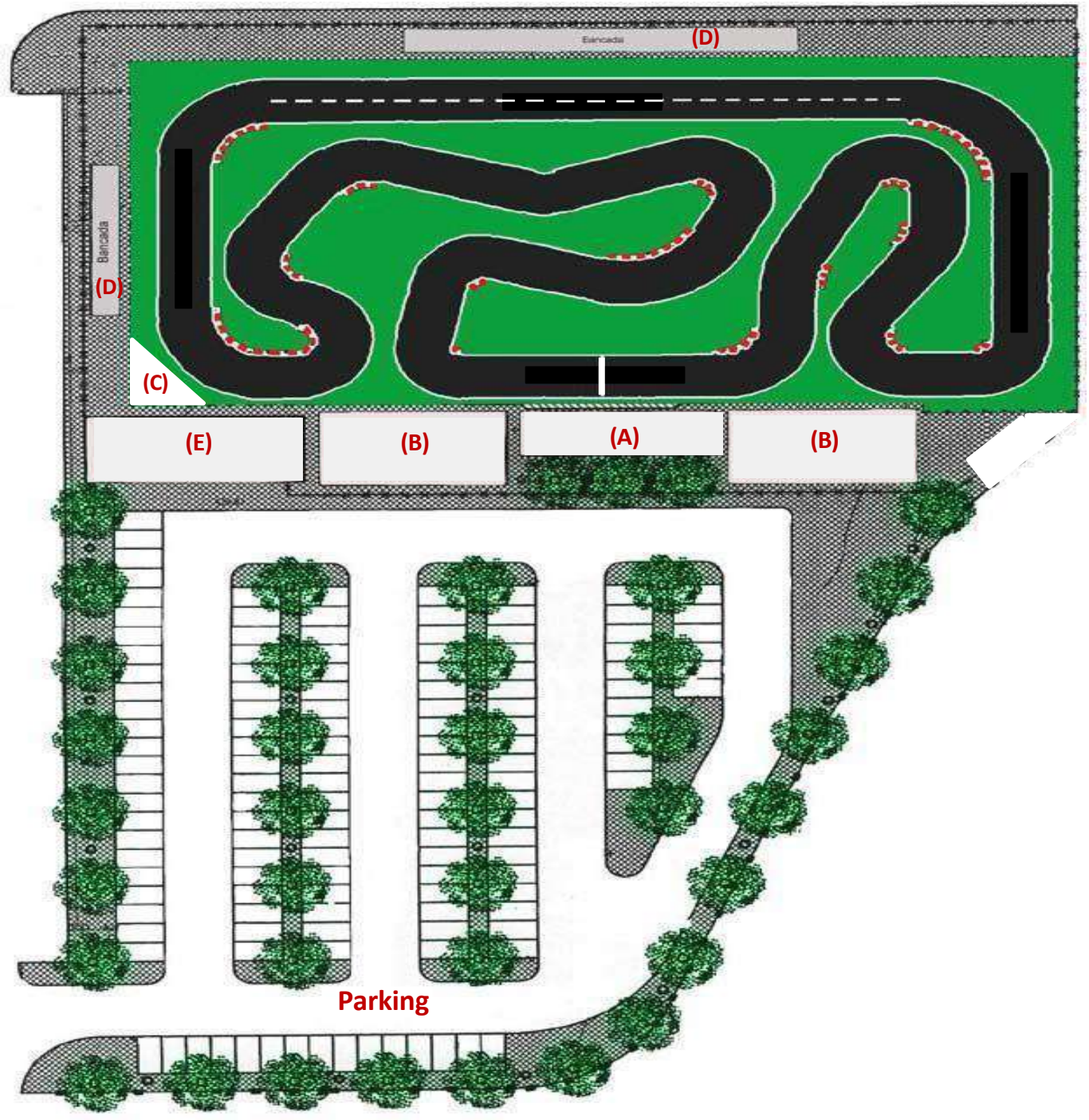
Borralha Guest House
Avenida do Regimento de Infantaria,
13 Lugar da Borralha, SN 5000-423 Vila Real
T. 259 375 158

Vila Real Camping
Rua Dr. Manuel Cardona, Quinta da Carreira,
5000-558 Vila Real
T. 259 324 724



Track - Infrastructures

For the Radio-Controlled Car Racing, the principal equipment of the AMVR - Associação de Modelismo de Vila Real (www.amvr.pt), is the velocity circuit that already received in 2003 the first race of European Championship 1:10/200-235 track scale, in 2012 the European Championship 1:8 track scale, in 2014 European Championship 1:5 track scale, in 2018 European Championship 1:10 track scale, in 2019 World Championship 1:5 track scale and in 2023 European Championship 1:8 track scale.



(A) – Drivers Stand
(B) – Boxes 200 places
(C) – Timing/Arbitration room
(D) - Public Bench
(E) - Support area

Characteristics of the velocity circuit

Length	Average width	Asfalt	Interior of Circuit	Covered podium		Boxes for 200 pilots*		
				Length	Height	Length	Width	Height
420 m	5.5m	Rough and draining	Syntheticgrass	17.3m	3.5m	3m	1.6m	1m

Working boxes with two sectors, with a total of 24 working places
The complex is equipped with:

- ☑ **Boxes for more than 200 pilots**
- ☑ **Compressed air**
- ☑ **Light and electricity at 220v.**
- ☑ **Covered Benches for 1000 persons**
- ☑ **Support building where is located the headquarters, room for Slot cars, bar, room for AMB system and WC.**
- ☑ **Parking for more than 500 cars**
- ☑ **Wi-Fi**



General view



Parking area



External support area

Track overview



Entrance zone



Driving stand stairs



Front view



Drivers stand



Pits




Refueling area / Pit lane




Boxes – 200 places




Setting table and / cleaning area



Thechnical scrutineering



Timing and Arbitration room





Timing and Arbitration room – inside view



Drivers Stand and pits



Covered benches




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General Information

Event**:** **EUROPEAN CHAMPIONSHIP 1:8 GT**
Date: **2026**
Organizer: **AMVR – Associação Modelismo de Vila Real**
President: **Filomeno Félix**
Track: **Mini-Circuit "Monte da Forca"**
Rules: **EFRA 2026**
Time Keeping: **AMBrc race timing system/RCM Software Personal Transponders are Mandatory**
Frequencies: **Allowed are 40/41 na 27 MHz range and to 2,4 GHz.**

Address: **AMVR - Associação Modelismo de Vila Real**
Complexo Desportivo do Monte da Forca - Parada de Cunhos
5000-471 VILA REAL – PORTUGAL
Official Web Site: **http://www.amvr.pt**
E-Mail: **amvilareal@gmail.com**

Portuguese Federation:

FEPRA - Federação Portuguesa de Rádio Modelismo Automóvel
President: **José Figueiredo**
Official Web Site: **http://www.fepra.pt**
E-Mail: **geral@fepra.pt**
Address: Rua de Costa Cabral, 2554
4200-219 Porto

Organization Staff

Officials

Organization Director: **Filomeno Félix**
Race Director: **Alfonso Pineda**
Time Keeper: **Javier Llobregat**
Technical Inspector: **João Pina**
EFRA Referee: **Teodoro Spagnolo**
FEPRA Referee: **Pedro Pereira**
Office Center Director: **Sara Areias**

Tyre Specification

Official Tyre for the EC: Sweep GT2-D40WP

Sweep GT2-D40WP is the tyre selected for this euro and the event MANDATORY number of controlled sets for this event is 3 full sets of tyres (12 tyres).

The compound is the same front and rear. Unofficial practice tyres will be available on track for purchase in limited number however a pre-order is available directly with the supplier SWEEP

Provisional Time Schedule

FREE PRACTICE FROM MONDAY & TUESDAY

8:00 Opening facilities
8:30 Team Manger meeting (especial rules)

	Monday / Tuesday	CP1 / CP6	CP2 / CP7	CP3 / CP8		CP4 / CP9	CP5 / CP10
1		9:00	10:20	11:40		15:00	16:20
2	I	9:10	10:30	11:50		15:10	16:30
3	C	9:20	10:40	12:00		15:20	16:40
4		9:30	10:50	12:10		15:30	16:50
5		9:40	11:00	12:20		15:40	17:00
1		9:50	11:10	12:30		15:50	17:10
2	E L	10:00	11:20	12:40		16:00	17:20
3		10:10	11:30	12:50		16:10	17:30

LUNCH BREAK

All practice timed
8" Real time of practice. No marshalling
20:00 FACILITIES CLOSED

WEDNESDAY - CONTROL PRACTICE

8:00 Opening facilities

		CP11	CP12	CP13		CP14	CP15
1		9:00	10:20	11:40		15:00	16:20
2	I	9:10	10:30	11:50		15:10	16:30
3	C	9:20	10:40	12:00		15:20	16:40
4		9:30	10:50	12:10		15:30	16:50
5		9:40	11:00	12:20		15:40	17:00
1		9:50	11:10	12:30		15:50	17:10
2	E L	10:00	11:20	12:40		16:00	17:20
3		10:10	11:30	12:50		16:10	17:30

LUNCH BREAK

18:30 Team manager meeting
19:00 Opening ceremony
20:30 Facilities closed

TIMED PRACTICE - QUALIFIYING THURSDAY

8:00 Opening facilities
12:45 Team Managers meeting (Qualifiying format & grups)
Timed practice: Best 3 consecutive laps in 8 minutes
Marshalling: After driving become in marshalls. Last grup drivers will be marshall in first grup
Tyres: Controled tyres

Group	Class	SD1	TP1	TP2		Q1	Q2
1		9:00	10:00	11:36		14:30	16:18
2	I	9:06	10:12	11:48		14:42	16:30
3	C	9:12	10:24	12:00		14:54	16:42
4		9:18	10:36	12:12		15:06	16:54
5		9:24	10:48	12:24		15:18	17:06
1		9:30	11:00	12:36		15:30	17:18
2	E L	9:36	11:12	12:48		15:42	17:30
3		9:42	11:24	13:00		15:54	17:42

LUNCH BREAK

20:00 acilities closed

QUALIFIYING - FRIDAY MORNING

8:00 Opening facilities
Shakedawn: 4 minutes
16:30 Team manager meeting (finals format & groups)

Group	Class	SD2	Q3	Q4		Q5
1		9:00	10:00	11:40		14:30
2	I	9:06	10:12	11:52		14:42
3	C	9:12	10:24	12:04		14:54
4		9:18	10:36	12:16		15:06
5		9:24	10:48	12:28		15:18
1		9:30	11:00	12:40		15:30
2	E L	9:36	11:12	12:52		15:42
3		9:42	11:24	13:04		15:54

LUNCH BREAK

FINALS					
			A	Drivers	Marshalling
C	EL	RD1	17:00	11	A
B			17:12	10	C
A			17:24	10	B

FINALS - SATURDAY

8:00 Opening facilities

FINALS - SATURDAY						
		B	A	Drivers	Marshalling	
1/8th	IC	9:00	9:30	20	1/2 drivers	
C	EL	RD2	10:00	10	A	
B			10:12	10	C	
A			10:24	10	B	
1/4th	IC	10:40	11:10	16	1/8 drivers	
Pract		11:40		4	No marshalling	All cars to technical inspection
1/2th		11:55	12:25	16	1/4 drivers	All cars to technical inspection
LUNCH BREAK						
IC	Last Chance		14:00	12	1 Marshall by drivers	
C	EL	RD3	14:30	12	A	
B			14:42	12	C	
A			14:54	12	B	
FINAL	IC	FINAL	15:15	13	1 Marshall by driver	

General Instructions

Drivers Registration.

From Monday morning drivers registration will be open.

Drivers are required to register prior to commencement of unofficial practice. Alternatively Team Managers can register on behalf of their drivers.

The drivers package will include these **General Instructions** and **Timetable** for this event. Along with Driver/Mechanic passes which must be worn at all times while on site. Team Managers MUST return all "No Show" passes to the registration desk.

The Organizer will also provide to each country Team Manager a **Drivers List** detailing the registered **driver´s transponder number(s)**, **EFRA license number**, any **other technical data** as car & engine brands, and so on.

The **Team Manager must check and**, if necessary, **amend** his **drivers' data**, with particular attention to the transponder number(s) please **return** this as soon as possible to the time keeper with the deadline being the end of unofficial practice on Tuesday afternoon.

General movement

Access to the Rostrum: AMVR´s rostrum has **only one stairs** to go up and down.



Prior to driver's heat or final the drivers will wait in the landing area at the top of the stairs until they are authorized to occupy their positions on the rostrum. It is mandatory to have your driver passes visible to race officials. No Pass = No Entry.

Mechanics have, looking to the track, a space or area on the right rostrum side, to start the engines and wait there till it is your time and the group before at you finish their heat. When the race is over mechanics must leave from the pits by against side and bring the car to technical inspection on your way out (in race time, not in practice).

Control Tyre

From Controlled Timed Practice:
Drivers must pay for their MANDATORY sets of tyres during the drivers registration (a member of the Official Tyre Supplier team will be on hand to take the payment). Each driver will have 3 sets (12 tyres). The price of the mandatory tyres is 105 Euros payable in Cash or PayPal.

Drivers will be provided with stickers with their driver number and they must label the mandatory tyres and place into a box/bag provided by the organizers. This box will then be placed in a secure area and locked away until commencement of control time practice 1.

The car will go to the engine heating area (it is a restricted or closed area) without wheels. The tyre supplier will have laid out the boxes for the heat. Each mechanic will fit whichever tyres the driver requires from the box onto the car. The box will go with the mechanic through into the pits and remain with the mechanic until the heat is finished.

After the race, all the cars and the tyre boxes will go to technical inspection with the wheels on.

Once verified, the cars and tyre boxes will be delivered through the window closest to the entrance of the facility. There they will still be in a park fermè (closed park). The mechanic can then remove the tyres and place them back into the box. The car and mechanic may then leave the controlled area. NOTE: Any tyres which leave the controlled area may no longer be used in any official session.

Any sessions which are declared FREE PRACTICE during the official event can be run on any tyres (not controlled tyres). Instances of this are sessions run after rain or other event which is considered to have changed the track or require the track to be cleaned.

Free Unofficial Practice (Monday/Tuesday)

Format:

The intention is to run the Free Practice in a Open Pit Lane format. Meaning that there will not be any groups. Clearly it is difficult to manage on occasions especially with Nitro Drivers wishing to break in engines which requires time and refuelling while on the rostrum.

Whilst refuelling will not be banned during this period the organiser will be enforcing a fair usage policy meaning that should a queue develop which is not rotating naturally then drivers who are registering significant time on the rostrum will be asked to curtail their session. The driver can immediately return to the back of the queue and recommence at the next available slot.

However if drivers are not able to self regulate the practice under a fair use policy then at the race directors sole discretion practice will revert to rolling groups as per the published practice groups list.

It is NOT allowed to access to the rostrum to participate in a Free Practice or any Controlled Practice rounds without a driver´s pass.

Marshalling: marshalling is NOT mandatory during Free or Controlled Practice. Mechanics must wear reflective jacket to retrieve a stranded car on the track. Marshalling duties will commence from Time Practice 1.

Technical Inspection

On Tuesday our technical inspection room will be open to allow drivers access to the technical inspection tools to check their cars and body shells for compliance.

From Wednesday afternoon, and one by one, all drivers must visit the technical inspection to have their chassis marked and body shells with wings checked and marked on a first come first serve basis.

Fuel Tanks and other technical inspection parameters will be randomly checked throughout the event so it is suggested for drivers to take the opportunity to check their cars on Tuesday to prevent any surprises later in the week!

All cars and body shells must have been marked Wednesday before 18:00.

Opening Ceremony

As per the time schedule on Wednesday we'll celebrate the Opening Ceremony. The Organiser will call the teams country by country and the drivers will walk from warm-up engines area till the front of the rostrum while the respective national anthem is played. After presentation and pictures, the team will walk to its designated place on the track. As is the tradition Portugal, as the host country, shall be the final country to be presented.

Concours d'elegance

After the opening ceremony the lead EFRA Official will judge a Concours d'elegance of all the presented body shells, choose a top 3 and finally a winner. The winner will win a small prize provided by the organization. Please note that only body shells which have been marked by the technical inspection with the drivers number are eligible to be in the competition. The essence of this is that only body shells which will be raced will be judged.

Timed Practice

On Thursday morning, we will have the timed practice. The ranking from timed practice will be used to make the heats for the qualification (reseeding). Two rounds of 8 minutes will be run for each group. The reseed is based upon 3 consecutives laps with the fastest driver becoming No 1 of the last group.

Remember that from this point onwards the control tyres and technical inspection are in force. Marshalling duties are now required with penalties applicable to drivers not on their place before the commencement of the next group. The penalties levied will be at the discretion of the EFRA referee.

Qualifying

On Thursday afternoon, the organizer will publish the groups for qualification. After lunch we'll start qualifying rounds as per the published time schedule.

There will be 5 rounds of qualification. A point system will be used to establish the qualifying result. There will be 2 rounds on Thursday afternoon and 3 on Friday morning.

We will use the Flying Start Procedure (4.2 App 1 EFRA Handbook 2026) in both classes.

There will be 2 minutes from the end of the last heat to the start of the warm up period of the next heat.

Once the Race Director will open the track there will be 3 minute of warm-up and 7 minutes + last lap of race time. A 30 second warning will be sounded or announced where drivers should pit and refuel their cars. The cars will have 1.5x the average lap time (to be confirmed at the team managers meeting) to cross the start line and commence the run after the start signal is given.

The EFRA Referee will be watching for drivers slowing down or stopping on track during the warmup period. Any driver seen driving excessively slowly will be penalised at the discretion of the referee.

When the time is over, the mechanic collects the car and will bring it (together with the tyre box) directly to technical inspection. It is not allowed to tamper with the car or remove the bodyshell.

Refuelling must always be carried out away from the racing surface. No fuel gun or fuel bottle is allowed to cross the pit wall. During finals any fuel gun or fuel bottle over the line will be penalised by a drive through penalty which must be taken within 3 laps of the penalty being given.

Marshalling

From Timed Practice onwards marshalling is mandatory.

Drivers must go directly to his marshalling position (number) on the track, marshalling positions are clearly marked. No open shoes are allowed. Gloves and wooden sticks to stop runaway engines are provided.

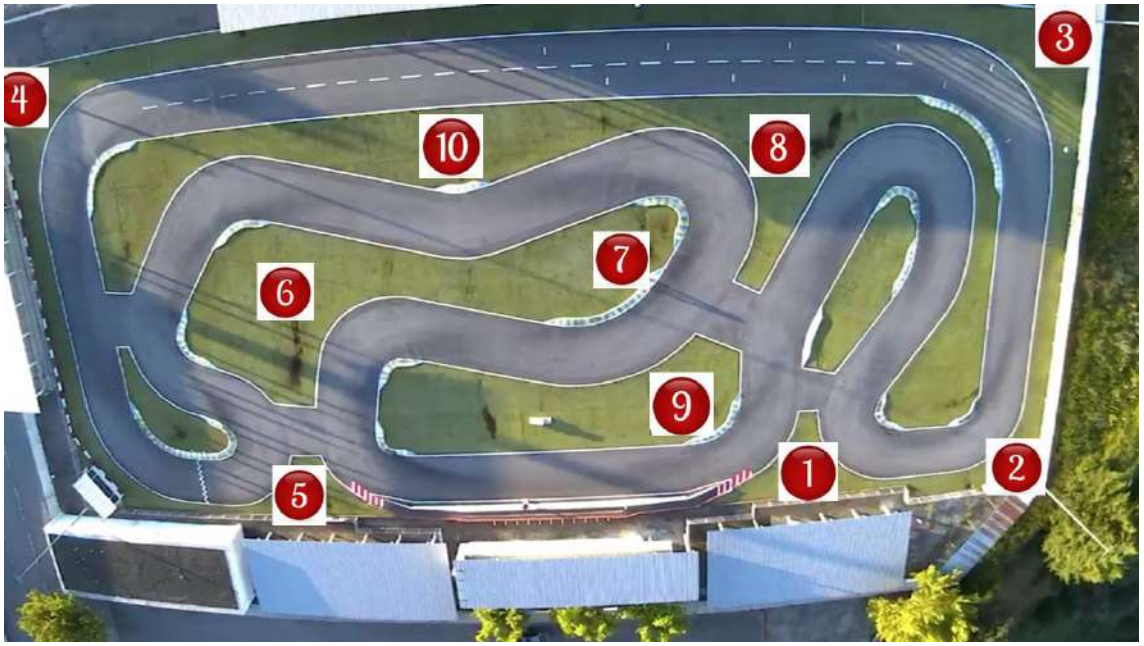
Only the Race Director or his assistant can allow the change of a driver for another driver or mechanic, and only in special circumstances. The original driver who did not marshal due to this special circumstance must sit in a designated place within the race directors sight and remain there until the end of the heat or final. He must not go back to their pit area.

If the driver is not in his place for marshalling when the track is opened for the next group, he will lose his result from that heat. This penalty does not then allow the driver not complete his marshalling duties and he must go to the marshal post immediately. Failure to marshal at all will result in a more severe penalty at the discretion of the EFRA referee.

Notice: drivers of the last group will be the Marshalls in the first group.

The finals marshalling schedule will be published on the final listings. Bump up drivers do not need to marshal but the team manager must provide a replacement marshal ideally from the same country if possible. The main final will be marshalled by international marshals and every country must provide at least one marshal.

Marshal 11 and 12 will be in right and left of pitlane "runners". Mechanics must never walk onto the track during races. The "runners" will retrieve the car from the respective marshal post. The post marshals will not leave their area of responsibility.



Finals

Finals will be on Friday afternoon and Saturday. 2 mechanics are allowed per driver in the pitlane in subfinals and final. 1x engine support representative per brand is also allowed in the pitlane as well as team managers.

The starting system is Lemans. Electric cars also.

Nitro cars, the starting procedure starts when the Race Director "opens the track", there will be a 3 minute warm up, except main final that have 10 minutes of warm-up. At 30 seconds cars will be called into the pitlane 1 mechanic will then walk to the start box with the car. Once the race director is happy a countdown will be started from 10 seconds. At 5 seconds the cars MUST be on the track and released by the mechanics. The start signal will be sounded and mechanics must walk around the outside of the track back to the pitlane. Mechanics MUST NOT run across the track.

No starter boxes are to be taken to the start box under any circumstances. Any cars which flame out have to be returned to the pits and the car will start from the pit lane after all other cars have started.

For electric cars, race director will call them directly to starting position at 30 seconds. The track will be open for 2 minutes prior to the 30 second call. Drivers will drive to the start boxes themselves. The nearest marshals will check car positioning and can move cars as required.

The Start signal is with a Horn.

Refuelling must be done into the boxes, never over of pit lane or on lane wall. To clarify fuel guns or fuel bottles are not allowed past the pit wall. This will result in a drive through penalty for bad refuelling at the discretion of the EFRA referee.

Racing Procedure – Extra rules

Positions in the rostrum: During qualification heats and lower finals drivers will stand first come first served basis (queuing prior to the heat). Mechanics must always stand directly under the driver at all times.

For the Semi-Finals and Main Finals drivers the EFRA referee will supervise the rostrum positions. The lowest numbered driver will get first choice of rostrum position and then the number 2 driver and so on.

If any driver needs to change his transponder, his/her Team Manager will have to communicate this circumstance to the Time Keeper and wait for its authorization and confirmation to be able to use it.

During warm up time, in semifinals or main finals, if any driver needs or request a delay of 10 minutes you must ask for this to the EFRA referee or Race Director. This request is only possible before the 30 second call has been made. The track will be closed immediately.

Only the driver/mechanic who has called the delay may work on his/her car. All other cars must enter a state of parc ferme whereby the body shells must remain in place. The engines and radio can be switched off but no other work is allowed. After the 10 minutes has expired the track is open for a further 5 minute warm up. No further delays can be called. The delay driver must then start last 11th/12th place on the grid.

When the first Semi Final is over, all cars will go to technical inspection and will remain in "parc fermè" until the second Semi Final technical inspection procedure is complete. This is so that all drivers have the same preparation time. Electric cars have no requirement for park ferme.

All cars must display 3 numbers: front, left, right, without any cuts.

Stop&Go penalty will be in designated S&G box at the end of the pitlane. Nobody can touch the car during the penalty. The EFRA referee will announce the 'stop' and then 'go' depending on the length of penalty applied.

In a "drive through penalty" the car must run through the pit line at slow speed, without stopping in the pit lane. If the car drives through at an unreasonable or dangerous high speed the EFRA referee will ask the driver to repeat the penalty as many times as required until the driver serves the penalty in a reasonable manner.