



EFRA 1:8 IC track section Chairman: Sander de Graaf
Beekmansbos 53
1971 BX IJmuiden
Netherlands
Phone (Priv): +31 255 515720
Mobile: +31 6 53178658
Email: eight.track@efra.ws

EFRA 1:10 IC track section Chairman: Josef Dragani
Am Aufspringbach 8
55234 Wahlheim
Germany
Phone (Priv): +49 6731 46769
Mobile:
Email: tenth.track@efra.ws

EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

January 27th 2013.

Request for Quotation (RFQ)

Dear sport friend,

a few weeks ago we kindly asked you to send the EFRA board an offer regarding controlled tyres. These have to be used starting from the 2013 season for the EC A/B in 1/10th and 1/8th IC track classes.

After reading and analysing all the received quotes, we found out that only 2 of them, both for the 1/10th IC section, were competitive and fulfilled our expectations.

Sadly there weren't comparable and competitive quotes in 1/8th scale that we (the responsible section chairmen) felt, would have been a good choice for the EC/s.

We do believe that this might be due to the fact that our demand for competitive, comparable quotes may not have been formulated clear enough for the most of you.

From our perspective this could be an explanation, why right now based on your quotes, it is possible to get a more competitive price for a few sets of tyres in different hobby shops (around Europe) rather than getting a reasonable price for 1000 sets of tyres for one of the major European events in gas car racing.

Saying this, we would like to give all interested, potential supplier/s (in and outside Europe) the chance to send new quotes for the 1/8th IC class to the EFRA board.

To exclude misunderstandings this time we will try to give you as much information as possible that's needed for you, to create a new quote.

Here is the exact wording of the new rule:

5.4 TYRES.

Tyres must be black, except for writing on the side wall (exceptions only after EFRA agreement). Foam and/or rubber tyres can be used. Treatment of tyres with any type of additive is strictly not allowed.

A controlled tyre is mandatory for:

controlled practices (which are used for seeding), qualifying, and sub/finals (7 sets). Only organiser supplied controlled tyres can be used (Hand-Outs).

Definition of a controlled tyre: 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear.

Shore hardness for 1/8th: "32 front and 35 rear" (final number of shore after consultation with the organiser).

If the Hand-Out tyres have any visible defects (bad glueing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the race start by race control. Production tolerances (including shore hardness) will not be considered as a defect.

EFRA, General Secretary
Willy Wuyts,
Herentalsesteenweg 20,
2220 Heist op den Berg, Belgium

Fax: +32 15241470
Mobile: +32 477947109
E-mail: secretary@efra.ws

International Bank Account Number
IBAN: SE 21 6000 0000 0000 43 202
799
Handelsbanken, Norrköping, Sweden

Tyres must be used as they are supplied (no modification to the rims, except the axle hole and no shore meters can be used to select tyres) and will be given out and fitted in the controlled area. Drivers must use new tyres every controlled practice, qualifying heat and sub/final.

Tyre dimensions for 1/8th : Maximum width of rear tyre – 64.0mm.
Diameters = 69.0mm front, 76.0mm rear.

Information about the tyre brand and shore must be available 8 weeks before the event
The drivers must pay a deposit for the mandatory 7 sets of the controlled tyre in advance to EFRA, at the latest 10 weeks before the event.

Additional tyres for drivers that ‘move-up’ (in sub-finals) and for the Final, must be purchased with cash at the trackside. Tyres for free practice can be purchased on site from Monday onwards.

For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of controlled practice (used for seeding), drivers have to use the Hand-Out tyres.

Rain: In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

EFRA will provide information about track preparation which will be mandatory for the event.

Further comments/explanations:

- It is important to have a tyre with rim that is reliable. So we are not looking for light weight rims or other special ”proto-types” of a rim. We need a combination rim + tyre that works and is reliable. Because the controlled tyre will only be available when drivers enter the staging area it must fit easy on all cars without any extra cutting or tuning.
- The controlled tyre is mandatory for timed practice, qualifying and the finals. So for an event with 4 rounds each driver will get (have to pay) a set of at least 7 x 4 tyres. For the final and for the drivers that move up to a next final additional tyres will be needed. These needed tyres can be trued from the supplier directly at the track and handed over to the race control.
- There is no need for the complete mass of the mandatory sets to have the tyres packed in single boxes by pair. Bulk packing is more comfortable. One (or as much as needed) big box for the front tyres and the same for the rear tyres.

The schedule for the IC European Championships is as follows:

EC-B for 1/8th, Aigen, Austria, 20-25 of May

EC- flat chassis, Avignon, France, 8-13 July ***

EC-A for 1/8th, Halifax, Great Britain, 22- 27 july

EC40+ for 1/8th and 1/10th, La Turbie, Monaco, 16-21 September ***

*** For those 2 events we do not have the exact number of participants because it is an open EC
We have to contact the organiser first, to check for possibilities to use controlled tyres.

With the number of allocations known for the EC-B and EC-A in 1/8th we kindly ask all of you to give us a price to deliver:

For Aigen

100-120 sets of 7 x 4 tyres (7 x 2 front and 7 x 2 rear) for a fixed price per set. All tyres trued on a specific Diameter (with camber 0-2%) and in a specific hardness

Additional tyres available for practice for a fixed prize per set (not trued on diameter) (to be sold by the manufacturer himself or an appointed shop or dealer on the track).

Estimated total Sets for the event (without free practice) = 970

For Halifax

80-100 sets of 7 x 4 tyres (7 x 2 front and 7 x 2 rear) for a fixed price per set + Additional tyres available for practice for a fixed prize per set (not trued on diameter) (to be sold by the manufacturer himself or an appointed shop or dealer).

Estimated total Sets for the event (without free practice) = 830

Example:

120 drivers for an EC

120 x 7 = 840 sets (have to be bought mandatory by the drivers before the event)

Approximate additional 160 sets needed for the finals.

Those and only those additional tyre sets for the finals may not be used in case of unforeseen circumstances (rain).

EFRA Terms and conditions:

The tyres must be delivered to the hosting club. The invoice has to be addressed to the hosting club. The Efra will take the responsibility to collect the money from the EC attendees and will pay the complete invoice for the hosting club to the supplier.

The Efra will pay 50% of the invoice when placing the ordering and the last 50% 7 days after receiving the shipment at the hosting club.

The tyre set prize must be including the local VAT of the hosting country (England & Austria=20%), transport, trued on diameter etc.

Final numbers, dimensions and shoriness will be communicated after we have made our choice for the manufacturer. Different manufacturers might be chosen for the various events. Tyres need to be delivered 1 week before the start of the event. To avoid interpretations with 1 set of tyres we mean 2 x front and 2 x rear.

We need your offer before February the 5th, including your additional Terms and Conditions as regards payments and delivery.

A controlled tyre is new for IC car racing and new for all of us (except for a few countries that have run a specific race or championship). Controlled tyres are however accepted in other classes like electric. The experience of this season will be used to evaluate the rule. It does not mean now that a controlled tyre is mandatory and the final solution for the future.

We hope you all will contribute and expect to have your offer in time.

In case you have further questions please do not hesitate to contact one of the IC Chairmen.

Regards,

Sander de Graaf
EFRA 1:8 Track Section Chairman.

Josef Dragani
EFRA 1:10 Track Section Chairman.