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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

March 23th 2013.

The Controlled Tire for the EFRA EC's this year.

Dear Sport friend,

We are about 8 weeks from the first big EFRA event from 2013, the European Championship B for 1/8th IC track in Aigen, Austria.

We have over 110 drivers on the allocations list for this event. That is already 10 more than the number of allocations after the AGM.

Of course we have to see how many drivers will enter the event, however it shows that drivers have faith in the controlled tire rule. The past 2 years was not easy with a lot of discussions and a large number of drivers were against the use of treatment. The final outcome of the voting at last year's AGM showed a large number of countries in favour of a controlled tire.

From the beginning of 2013 Josef Dragani and my person have been busy contacting tire manufacturers for a reasonable quote for tires.

As you might have seen on the EFRA web we have send out a number of requests, because not all manufacturers could give us the requirements we were asking.

Because we need to have tires in the right dimensions the manufacturers also need a guarantee that those tires delivered will be sold/used. The tires for the free practice are much easier, because those tires do not have to be trued on size, that is up to the drivers. So whatever is left from that batch can go back to the manufacturer or wholesaler.

Furthermore we also have decided that the primary set of tires for each driver (the 7 sets) has to be paid in advance. There are a few good reasons for that. First of all we do not want to collect such a large amount of money on the track. Secondly in a few occasions we must make an advance payment to the supplier and we also must avoid discussions on track site about payments etc. and the use of the tire due to weather conditions.

So within a couple of days EFRA will also send out an invoice to the country for payment of the tires.

That also means that you that first set of 7 tires is yours, weather you put them on the car or not. If for some reason you pay for your tires and you are not able to come, your team manager is responsible for your tires. He can collect them and take them back home to give them to you, so you can still use them.

The primary set of 7 is for the 2 rounds of timed practice, the 4 qualifying rounds and your first sub final.

Everybody that moves up due to the Christmas final system must buy a new set on site. That payment on site needs to be done by the driver or the team manager before his final starts.

For the free / controlled practice during the first days of the week additional tires are available for

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a fixed price per set for those drivers that wish to drive them. So you can use your own tires, or you can buy tires on the track. Each manufacturer has given us assurance that tires are available for the same price, either from the manufacturer or by means of a shop.

The tire provider would like to know approximately how many tires might be needed for the free practise rounds. So please ask your drivers and forward the numbers to us via Email till 15th April 2013.

***The Controlled TIRE for the EC – B 1/8th Aigen will be from:
MATRIX.***

The SET PRICE for Aigen is 129,50 Euro (for 7 sets). That amount will be invoiced to each Federation per driver and must be paid ASAP (at least 4 weeks before the event).

***The Controlled TIRE for the EC–B 1/10th in Gubbio will be from:
NOSRAM.***

The SET PRICE for Gubbio is 65,10 Euro (for 7 sets). That amount will be invoiced to each Federation per driver and must be paid ASAP (at least 4 weeks before the event).

For the remaining EC's this year for 1/10th and 1/8th we will announce the Controlled Tire Brand approx. 8 weeks before the event dat.

The schedule with IC European Championships is as follows:

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

EC-B for 1/10th, Gubbio, Italy, 3-8 of June

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

EC-A for 1/10th, Kirchberg, Austria, 12-17 August

PLEASE DO NOT FORGET THE LATEST RULE CHANGES:

For 1/8th:

Nitro max 16% in volume, so max SG is max. 0.87 gram/cc

Weight of the car, 2400 grams, ready to run without fuel.

For 1/10th:

Weight of the car, 1650 grams, ready to run without fuel.

Have a nice racing season.

**Regards,
Sander de Graaf
EFRA 1:8 Track Section Chairman.**

**Josef Dragani
EFRA 1:10 Track Section Chairman.**