



IMPORTANT 1/12 EL Track SECTION NEWS

Electric Track 101

This is not a document to tell you how to drive or set up your car or what equipment you need. This is to explain the background to an EC...The bits that most racers never need to know about. It is specifically written to counter the chatter on the social sewers from those that can't be bothered to read the EFRA Handbook. If we could do it comic style we would do, perhaps something to consider ☺

Do you want to host a meeting?

Really easy actually. You need a good track, lots of willing help, the backing of your national federation.

First you plan the meeting 2 years in advance and get the blessing of your federation. It is them who will take the rap if it goes pear shaped.

They will take your presentation to the EFRA AGM, in November, a year and a bit before you're holding it, for consideration by all the country Reps, it helps to have friends amongst them.

It may up against other countries wishing to host the same event in the same year, be prepared to move it a year. Presentation is key, do not advertise the tourist info in the area! Racers never go so it's more important to get the important points across. No to elaborate on this. EFRA puts the organisers through few hoops. This is historical because we have had some pretty bad meetings.... Carpet on carpet, not enough toilets, no food, no heat, no pit facilities, the hotel is 30k away etc. This why we insist there are some minimum standards for the drivers and the officials. We want people to come back. We want revisits to good venues in good places.

You may have to have a GP to prove the facility, if it's well known then maybe not. Some federations reputations are enough as long as it's they that are running it. This may be the case to enable a meeting with a lot of public exposure in at venues that cannot run a warm up.

Do you want to enter a meeting?

First you need to find out what your national federation sets down as conditions of entry. Did you qualify through your national series or do they care? Some don't. Commit to this and your federation will expect payment early in the year or even up front, it varies from country to country. EFRA does not specify this or dictate how much you pay, that's down to your national federation, if you don't like it take it up with them and not EFRA. By the way 100% of the entry fee gets paid to the organiser, check the handbook for how much that is. For 12th the current entry fee is €100.

If you don't fancy the mod route then there is a spec route, a kind of open entry, usually done online, usually pay on the day. The danger here is that the mod takes precedence because it's done earlier and it's a kind of contractual so if the organiser can't cope with the numbers then they can close entry before you've committed. The other element of this is that they don't actually have to run the spec class at all but, at least in 12th, this would be normal.

Do you want your products to be used?

The only three bits on a 12th scale car are motors, bodyshells and cells. On a 10th scale you may have to run a nominated tyre, so that's four (these have to be nominated at the AGM before the event). To have your products used you have to submit them for homologation, go to www.efra.ws and search for this. Tyre additives are an issue in both classes, after all grip is king. This can be a killer and is normally left to the organiser. If you have the best and only one to use then contact them and not EFRA. It would be great to see a list of additives that were all compatible for use so a list could be drawn up but no-one is holding their breath. After all we need to give the track "owner" the final say so. Obviously it has to comply with the specs in the EFRA handbook.

The dates for submitting the other stuff are on the EFRA website.

Do you want to sponsor the EC.

Easy, approach the organisers, they will welcome any help. Be aware that there is some obligation to the organisers to have the EFRA banners with the associates on. Maybe if you're a manufacturer you could actually pay for your pit space, after all you'll be making money from the bag under the table. Banners are cheap, go for some of them, maybe contribute to a raffle or something.

Entering two meetings.

Currently it is only 12th that does not have a rule to prevent this. It appears to affect 5-10 drivers. This may have an impact on the organisers income, this maybe €500-1000 so we will give them the right to do it for 2017. Expect the rule to change at the 2017 AGM as this appears to have collected a lot of resentment because of the track time issue and the EFRA Board thinks it's unfair on the other drivers.

Summary for 12th 2017

You can enter both meetings, €100 each (about €5 per run)

Spec is 13.5 off the EFRA list.

Mod is 6.5 and upwards off the EFRA list.

Everything is blinky.

Bodyshell is off the EFRA list.

1S batteries only ☺ off the EFRA list.

Tyre choice is free other than they have to be round and black

The additive will be Speedtech (track choice).

The modified entry has to be confirmed before 21st December 2016.

Spec cut-off date is up to the organisers.

Everyone does need an EFRA license, through their own country please.