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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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2017 Rule Changes (2017 RC)

Dear sport friends,

This is my first opportunity to contact you in 2017. I hope you will have a happy new year and also I hope for a great success in racing for this season.

I have send out this letter to inform you about the main changes according to the rules which were approved in last EFRA AGM. As you know, the rules 1/8th and 1/10th IC Track have been changed for 2017, with new ideas that we are going to put on the track this season.

We have important ones: 4 minutes in qualification, Tire rule, new classification system for EC A and B... Our appendix has been completely rewritten and, with/through this letter, I want to explain it carefully to avoid any misunderstanding or misinterpretation. Regarding tires, fixed prices and re-used tires will be the main changes for this season that we have to manage/deal with, giving the best of us. When something is new, it might be we can get doubts or further questions, for that reason, please you don't hesitate to send out me any question or special remark.

I would like to remark our new EFRA GP SERIES. It's a new races series in EFRA that we are starting, with the motivation and aim to attract new hobby drivers in our races and to try to make contact with drivers and federations in the positive way.

Keep in mind that with this letter, I only informed you of some main changes in the rules, but other important rules will remain the same. So, please don't forget to review the complete 2017 HANDBOOK (especially our appendix 1) when will be published.

In case you have further questions, please do not hesitate to contact me. Thank you for your time and I wish a successfully race year.

Best Regards

Javier García

(see following pages)

I. Approved rules in 2017

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2.1 European Championships are held in following classes:

- a) The European Championship Sportscars/GT-P/Group-C ECA and ECB will be held on the 4th weekend of July. The European Championship 1/10th Touring Car Sedan bodies ECA and ECB will be held on the 3rd weekend of August. In the year there is an IFMAR World Championship outside the EFRA Bloc. then dates between EC and WC must be separated with at least 4 free weekends between the finals. In the years there is an IFMAR WC in the EFRA Bloc. there will be no EC-A (see schedule IFMAR, www.ifmar.org) It will be open to 64 drivers in the following order: current World Championship (if European) in 1/8th and 1/10th, current European Championship in 1/8th and 1/10th, 25 EFRA A drivers and 35 (or numbers of drivers necessary) to complete 64 allocations, will bump up in Controlled Time Practice in the event. One special EFRA medal will be awarded to the fastest driver under 17 year in each class. So everybody of 16 years during the race dates, or younger can compete for this medal. One trophy must be awarded by the Organizer for each class.
- b) The Euro B 1/8th Sportscars/GT-P/Group-C will be open to: All drivers who want to attend the race, except drivers who have been included in European Championship "A". The Euro B for 1/10th will be open for: All drivers who want to attend race except drivers who have been included in European Championship "A". For both classes: The winner of the B-EC will become EFRA 'A' driver immediately and will retain A-licence for 2 years.
- c) The EFRA ranking list is based on the overall result of the EFRA GP Series. The total result of this list will decide upon A and B driver just before European Championship.
- d) European Championship 1/8th Track 40+ and 1/10th 200 mm 40+. This will be one combined event. EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.
- e) EFRA GP series. EFRA GP Series will be held in the first part of the year (March-June). Minimum 2 and maximum 3 GP's will determine EFRA A and EFRA B drivers. The first 25 drivers will be EFRA A drivers, the rest of the drivers will be EFRA B drivers in the current year. EFRA GP series (1/8th and 1/10th 200mm) are run in combined events. EFRA GP meetings will use the points system, with the drivers best 2 meetings out of the 3 to count. If EFRA GP series is held with only 2 meetings, all the races will count. EFRA GP series will follow GP point system (see 3.3.6).

Explanation:

In this rule you can find important changes:

1. In point a) we explain new classification system for EURO A and B. As you know EURO A and B will race together in 2017. How and Who will be drivers which compete in A and B? Answer is: First 64 drivers will race in A and rest of them will compete in B. Which drivers will compete in EURO A? 25 EFRA "A" drivers will race in EURO A current World and European Championship in 1/8th and 1/10th 200mm and 35 (or number of drivers necessary) to complete 64 allocations.
 - a. What happen if we have 64 or less in the registration for EC? We won't have EURO B
 - b. What happen if we have between 65-75 in the registration for EC? At least we will need 74 drivers to race an EURO B (1 group of 10 drivers). Other figures will be proposed in the TEAM MANAGER MEETING.
2. In point c) ranking for EFRA "A" and "B" drivers will be based in classification for EFRA GP SERIES. **Important remark: We will have two rankings in EFRA GP SERIES. Total ranking (all drivers with or without EFRA LICENCE) and EFRA LICENSED Ranking (only drivers with EFRA LICENSE). Ranking for EFRA "A" and "B" drivers will be determinate in EFRA LICENSED Ranking.**
3. In point e) we explain new EFRA GP SERIES.

2.4 General Qualifying format for EC's and GP's:

5 Rounds of Qualifying will be run, irrespective of the number of drivers.

Qualifying is 4 minutes + last lap for 1/8th and 1/10th. [...]

Explanation:



4 minutes for qualification + last lap for 1/8th and 1/10th 200mm.

2.4 Procedure for Super Pole will be: 3 minutes warm up for each driver and then 6 consecutive laps.

Explanation:

Clarify "super-pole" procedure. 3 minute to warm up for each driver and 6 consecutive laps.

2.5 Time Schedule

[...] For EFRA GP series as a guideline:

Friday: Free or controlled practice.

Saturday: Controlled time practice, Qualifying and "Super-Pole".

Sunday: Finals

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event.

For EFRA European Championship, the race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from last year.

For EFRA GP series, the race director should seed the Controlled Practice heats and Controlled Timed Practice heats according to last EFRA GP series meeting.

Explanation:

New time table for EFRA GP series. Also, for EFRA GP SERIES race director should seed the Controlled Practice heats according to last EFRA GP SERIES.

2.6 [...] After Practice, **2 direct Qualifiers (TQ and Super Pole winner), both cars must be put in Parc Fermé.** Also, after the first semi-final all cars will be put in Parc Fermé in technical inspection and they will be released after completion of the technical inspection of the 2nd semi-final. This will give all drivers that proceed to the final equal time for preparation.

Explanation:

Now, with point system and TQ and Super pole winner in the main, we had to modified this rule and also TQ and Super pole winner must be in Parc Ferme after finalist practice on Saturday.

4.1 CONTROLLED PRACTICE AND CONTROLLED TIMED PRACTICE PROCEDURES

For all EFRA races:

All practice in EFRA races will be defined with the best result of 3 consecutive laps of the driver. The result will be used in the following procedure:

For EFRA GP series:

The race director should seed Controlled Practice and Controlled timed Practice according to the last meeting of the EFRA GP series. Controlled Practice shall contain a maximum of 10 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice will be of 4 minutes duration . The arrangements of the Qualifying heats and the numbering will be defined with the best result of 3 consecutive laps of the Driver, made during 2 controlled timed practice runs.

For EC's:



The race director should seed Controlled Practice and Controlled timed Practice according to the EC from last year. Controlled Practice shall contain a maximum of 10 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice will be of 4 minutes duration. **The results of the Controlled Timed Practiced will determinate allocations to participate in the EC A. This ranking list will not consider drivers who are classified directly in the EC A.**

Explanation:

In this point in the rules, we explain procedure for EC's after Controlled time practice. Result of this ranking will determinate classified drivers for EURO A and EURO B.

4.6 [...] 5. When 1 Round is finished under dry conditions, the Race Director can postpone the qualifying until the track is declared fully dry again. If it is likely that this will interrupt the qualifying for more than 1 hour, the Race Director may decide to open the track for controlled practice.

6. In case of an interruption due rain situation when a round of qualification is running, all this ROUND of qualification will be discarded.

7. When race director declares the race to be wet, a second car can be used as a rain car in same conditions like in sub-finals and final (see 4.8).

Explanation:

Two important new rules for rain situation.

6. When rain comes in the middle of a round of qualification, all this ROUND of qualification will be discarded. With this point will avoid polemic situation to find same conditions on the track.

7. Allow possibility to use rain car in qualifications, if Race Director declare race "WET".

5.1.1 SPECIFICATIONS FOR CONTROL TIRE

Definition of Control Tire: 1 set (front and rear), 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear.

A Control tire is mandatory for: Controlled time practice (which are used for seeding), Qualifying, Sub-finals and final.

Price will be fixed for all EFRA season and will be revised in each AGM:

Price for 2017 1/8th: 18€ per set

Price for 2017 1/10th 200mm: 10€ per set

Diameters for 1/8th: 69.0mm front and 76.0mm rear Shore hardness for 1/8th: 32 front and 35 rear (final number of shore after consultation with the organizer).

Diameters for 1/10th: 62mm front, 64mm rear Shore hardness for 1/10th: 37 front and 40 rear (final number of shore after consultation with the organizer).

PROCEDURE FOR CONTROL TIRE (specific rules for drivers):

- Only EFRA chosen supplier controlled tires can be used (Hand-outs).

- Reused tires will be allowed.

- With the entry fee, drivers must order quantity of tires that they want to use during the Official event: Minimum set tires to order will be 5 sets and no maximum. Also drivers should inform the number of tires for free practice they want to get, so the Official Tire Supplier can provide enough tires for whole event.



- When drivers arrive at the track, they will have their Officials sets (ordered in entry fee) ready in a specific box in race control. Sets ordered for free practice will be ready to collect in the Official Tire Supplier area.

- Drivers have to pay for sets that they ordered directly at the track to the Official Tire Supplier. For extra sets that drivers want to order for the Official Race, a ticket system will be used. Drivers will have to pay for tickets to the Official Tire Supplier and they have to give those tickets in the controlled area. Officials will put new sets in a specific box of the driver.

- If the hand out tires have any visible defects (bad gluing, visible damage to tire or rim) the effected tire(s) can be exchanged before the official race start by race control. Production tolerance (including shore hardness) will not be considered as a defect. Tires must be used as they are supplied and will be given out and fitted in the controlled area. (no modifications to the rims, except the hole for the axle, no shore meters can be used to select tires)

- During their race time, drivers can use tires from their box in the controlled area. After finishing their race time, drivers must leave their tires in their box and leave the pit area without tires. If any tire leaves the pit, it cannot be used in the Official race anymore.

- When drivers finish their participation in the event, they can collect their used or unused tires from the controlled area and keep them. - For free practice, drivers have free choice of tires used, but no treatment is allowed. From the start of the controlled timed practice, drivers have to use the Hand-out tires.

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

Explanation:

New rule is totally new. Please read carefully all procedures regarding payments, tires for practice and official race and all drivers and tires movement during official race.

6.10. CUT OUTS

[...] h) For fuel filler cap (50.0 mm maximum, round, viewed from above, or oval 40 mm x 60 mm maximum.

Note: Hole for roll-over bar and fuel filler cap can be combined. It's not allowed to combine fuel filler cap with Air filter hole and/or cooling head engine hole.[...]

Explanation:

During the year I got a lot of questions about that point in the rules. As far as I see, a lot of new homologated bodies have a pre-cut area with combined holes for fuel filled cap and roll bar. Combined both holes is not any advantage for drivers. But we introduce an important remark with aim to not combine holes for air filter and cooling head engine and fuel filled cap.

7.11 Cuts outs

Cuts outs: Only the following holes and sizes are permitted in the body shells: **Maximum two holes may be cut with a maximum diameter of 60.0 mm each. Note: holes may not be combined.**

Explanation:

For 1/10th 200mm: Two holes will be allowed with a maximum 60.0mm and may not be combined.