



Javier Garcia Collado
Section Chairman 1/8th IC
Calle Pintor Aparicio, 18
03003 Alicante
Alicante
eight.track@efra.ws
+34639102714

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2020 Rule Changes and General information (2020 RCAGI)

Dear sport friends,

This is our first opportunity to contact you in 2020. I hope you will have a happy new year and, I hope for a great success in racing for this season.

I have sent out this letter to inform you about news for 2020. New rules approved in last AGM, Official Tire Suppliers for 2020 and final IC calendar.

This year we made some changes in our appendix with aim to get fresh ideas to our race Season. We can separate those ideas as follow: NEW EFRA EUROPEAN CHAMPIONSHIP PRO CLASS & SPORT CLASS, New EFRA GP SERIES format and some other minor changes with experience that we got during last season. Let me explain you the news and why is the reason to change them:

1. **NEW EFRA EUROPEAN CHAMPIONSHIP PRO CLASS & SPORT CLASS:** The reason to go ahead with this new in 2020 is because we realized that, with current format for EC A & B (split races after CTP), EURO B is practically dead. Lower number of entries, low interest for drivers and manufacturers, no possibilities for drivers who want to attend EURO B directly and some problems in Control Time Practice with some results forced us to implement changes in that area. After some meetings and feedback, our goal is to create 2 completely separate races during same week where drivers can decide which race they want to attend. Also, some concerns coming about length of the event with 3-4 days of practice, clashing with drivers who want to race a whole week. So, what was approved at AGM? For 2020 we will have **EFRA EUROPEAN CHAMPIONSHIP PRO CLASS (old EC A) and EFRA EUROPEAN CHAMPIONSHIP SPORT CLASS (old EC B)**. Drivers can decide which race want to attend. In EC PRO Class there is no limitation to participate. Everybody can race in. For SPORT CLASS we have some limitation as follow:
 - a. The European Championship 1/8th SPORT class will be open to: All drivers who want to attend the race, except drivers who have ranked in the first twenty five (25) places of any of the preceding two (2) European Championship 1/8th IC PRO class (old EC-A) and to any driver who has ever taken part in an EFRA-IFMAR Championship (EC-WC) A main final in any class of racing in last 5 years. The European Championship 1/10th Touring Car Sedan Bodies SPORT Class will be open to: All drivers who want to attend race except drivers who have ranked in the first twenty five (25) places of any of the preceding two (2) European Championship 1/10th Touring Car Sedan Bodies IC PRO class (old EC-A) and to any driver who has taken part yet in an EFRA-IFMAR Championship (EC-WC) A main final in any class in last 5 years. For both classes: The winner of the European Championship SPORT class cannot participate in SPORT Class for next 5 years additionally with the other restrictions.

Regarding length of the event, **SPORT CLASS will start on Monday with Free Practice** and **PRO CLASS will start on Wednesday with free practice day**. With that proposal we are trying to get more track time for drivers in SPORT CLASS and try to get shorter events for PRO drivers who normally attend other meetings during the year. I hope that with this new rule can cover all wishes of the majority of drivers.

2. **NEW Format EFRA GP SERIES:** EFRA GP SERIES didn't cover our expectative in term of entries, especially in quantity because we were not able to attract local drivers to our series. I would like to remind that the reason to create the series is to promote EFRA races for new drivers who didn't participate in EFRA events before and also to make races interesting for Manufacturers and Top-level drivers. Easy access into the race for drivers, promotion by National Federation making advertisement into national competitors and high quality of standards have been, since today, our aim and our goal. For 2020, we approved a completely new race format for Qualifying and some changes for final days looking to be attractive for drivers and to test new racing formats for futures EFRA events. Attached, copy & past of the rule for qualification:

2.4.1 . General Qualifying format for EFRA GP's .

For 1/8th and 1/10th : 3 groups of Qualification will be run irrespective of the number of drivers . After Control Timed practice groups of qualification will be divided as follow according to the ranking :

- Q3 : first 5 drivers in Control Timed Practice will be classified directly in the last round according to the ranking .
- Q2 : thirty percent of drivers (30%) after Control Timed practice minus drivers directly classified in Q3 (first 5) will be classified directly in Q2 . In case of 30% of drivers result a non-integer number , the lowest integer number will be taken (i . e . 12 , 5 will result 12 drivers)

EFRA General Secretary
Willy Wuyts
Herentalsesteenweg, 20
2220 Heist op den Berg Belgium
Mob: +32477 947 109
secretary@efra.ws



Organisation Nr. 849400-6615 Sweden
www.efra.ws

Handelsbanken, Box 135,
S-601 03 Norrköping Sweden
EUR IBAN SE 21 6000 0000 0000 43 202 799
USD IBAN SE 18 6000 0000 0000 43 202 659
Swift-Code: HANDSESS
Paypal @paypal.ws

- Q1 : Seventy percent remaining (70%) of drivers after Control Time practice will race first round of qualification . In case of 70% of drivers result a non-integer number , the highest integer number will be taken (i . e . 50 , 5 will result 51 drivers).

Qualification procedure will start with procedure as follow:

Q1 : 3 rounds of 10 minutes in flying start system (see 9 . 2 . b General rules) . The best 3 consecutive laps in the 3 rounds combined will be used to establish the qualifying result in Q1 . The best 12 drivers in the ranking after 3 rounds will bump up to the Q2 . Drivers directly classified for Q3 will have a 10 minutes free practice between Q1 and Q2 .

Q2 : Ranking list of Q2 will be based according to the best 3 consecutive laps for drivers who classified directly to the Q2 and drivers who bump up for Q1 (all together) . For Q2 , 2 rounds of 10 minutes in flying start system (see 9 . 2 . b General rules) . The best 3 consecutive laps in the 2 rounds combined will be used to establish the qualifying result in Q2 . The best 7 drivers in the ranking after 2 rounds will bump up to the Q3 .

Q3 : Ranking list of Q3 will be based according to the best 3 consecutive laps from positions 1 to 12 . For Q3 , only 1 round of 10 minutes in flying start system (see 9 . 2 . b General Rules) . The best 3 consecutive laps in the round combined will be used to establish the qualifying result in Q3 . The best 3 drivers will bump up directly to the Main Final.

The final ranking for subfinals will be based according of the results of Q3 , Q2 and Q1 . These results will not be combined which mean that results of different rounds of qualification will be used to arrange subfinals (i . e . position 4 in Q3 will be 1st in semi A , position 5 in Q3 will be 1st in Semi B and so on . . .) . Length and number of rounds can be adjusted according to the number of entries if needed in agreement with EFRA Official present at the event.

Also final days have been change with LAST CHANCE FINAL (special final for drivers who didn't bump up) and we divide final of 45 minutes in two legs of 25 minutes in order to be more interesting with strategies of tires and to be more attractive for drivers and media coverage. Attached copy-past of rule of final day.

General format of sub-finals and main final at GP's

The lower finals are 20 minutes up to 1/64th. Time for finals higher than 1/64th to be set for Race director in agreement with EFRA official present.

Sub-finals: The best 3 in each sub-final move up to the next final.

Semi-finals: The best 3 in each semi-final move up to the final, plus the best remaining 2 drivers from the 2 semi-finals combined. When racing conditions are different in the two semi-finals, the best 4 of each semi-final move up to the main final.

Last chance final: A special final to all drivers of semi-finals who not bump up into the final (12 drivers in total). Duration will be 15 minutes and winner of the final will bump up into the final with number 12. The order of starting grid in the Last chance final will be according to the results in laps and time on both semi-finals combined.

Main finals: Main final will be run with 12 drivers in 2 legs of 25 minutes. Both legs will count for the final result. If only one leg will be run for any condition, only one leg will count for the final result. The winner determined from the combined main finals will be the champion. The winner of the main finals will be the driver with best laps and times combined. Starting order for the drivers who moved up to the main final is based on number of laps and time from position number 4 to 11. Starting order in both Finals will be the same, according to driver number. In different circumstances it will be number 1 from semi-final A who gets 4 and the number 1 from semi-final B who gets number 5 etc.

After Practice, direct Qualifiers cars (TQ , 2nd and 3rd of Q3) must be kept in Parc Fermé. Additionally, after 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.

What do we want to reach with new format? To explore new ways of racing format with aim to be more attractive with live coverage and drivers and to attract new possible fans. This is a new "experiment" so we will only have this format for EFRA GP SERIES. European Championship will remain the same format as always.

3. **Varia**: Some other changes implemented in the appendix in order to improve our rules with the experience got it during last season. Once again, more distance for between cars in Le mans starting procedure to be safe in finals , important rule for 1/10th 200 about to ban stickers on the roof to avoid extra height of the wind, small changes in tires for 1/8th EP, clarification about penalties for refueling and to reduce length of finals for 1/8th EP pan cars.
4. **GT8**. 2020 will be the year where we will race the first Official EFRA European Championship in GT8 IC. Work done together with IFMAR in last 3 years had led us to get also first IFMAR WC in Miami three weeks ago. In the event in USA some meetings have been done to try to find a good base to assure the success of the class for the future. From EFRA side, will work together with IFMAR with aim to get a solid set of rules without any differences between blocs. Regarding rules for EUROPEAN CHAMPIONSHIP in Lostallo next June, we will use rules in the HANDBOOK 2020 which are basically the same that we had in 2019. Any additional change will be proposed for 2021.

Regarding Control Tire for 2020, in this letter we will inform you about who will be manufactures for our races. 5 manufactures for 5 races will be on board as OTS. I'm firmly believe that they will provide best quality of tires to get great and fair races.

RACE OF 2020 SEASON	BRAND
1 st EFRA GP SERIES BOLOGNA (ITALY)	UFRA TIRES
2 nd EFRA GP SERIES RUCPHEN (NETHERLANDS)	HOT RACE TIRES
EFRA EC 1/10 th IC 200 mm GUBBIO (ITALY)	ENNETI TIRES
EFRA EC 1/8 th IC VALENCIA (SPAIN)	CAPRICORN TIRES
EFRA EC 1/10 th 200mm & 1/8 th UTRECHT (NETHERLANDS)	MATRIX TIRES
Manufacturer in WAITING LIST FOR 2021	CONTACT TIRES

Regarding EFRA web registration tool, I would like to keep you informed that registration in Official EC's will be directly thru EFRA website. Attached you can find out all information about that <https://www.efra.ws/detail/?lk=0&fk=0&nk=2229> .For EFRA GP SERIES registration will be done directly thru organizer, in the same way that we did in the last season.

Finally, attached final calendar for IC section in 2020:

https://www.efra.ws/wp-content/uploads/2020/01/Racecalendar_2020_v3.pdf

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 2020 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
EFRA Section Chairman 1/8th IC on road

Julie Thurston
EFRA Section Chairman 1/10th 200mm IC on Road