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Hello my Friends:

We are in a Fuel transition moment.

After terror bombing in 2017 Barcelona and in some other European Cities, the EU has find that the regulation they, we, had was uncomplete and still had big holes were individuals willing to commit crazy acts still can operate.

As a consequence of that, 20 June past year 2019 the EU Parliament & Council approved a **new LAW for all EU countries** the REGULATION (EU) 2019/1148. The EFRA MEMBER Countries pertaining to the Section and not in the EU are Switzerland, Norway and Monaco, with Great Britain in the middle of the water, so those countries may have different rules.

This EU law declared that the Nitromethanol can only be used freely in a concentration lower than 16%, and that to be able to purchase any fuel with more than a 16 % Nitro both, the individuals and the professionals (shops and distributors), will need a LICENSE. Please, take notice I have mentioned 16 %, we will come back later to this special subject.

How this licenses are going to be handled is something in the UNKNOWN SIDE for us, the EU recommendations are only visible for the EU task force and not for the normal humans.

The main difference with the previous regime is that today the use of fuel under 30 % is free and that there is not any special requirement (as it is going to be with the 16 % nitro from 02-02-2021).

The new law enters in force the 02-02-2021 (23+31+31+1 = 86 days from our AGM date).

From that date it will be legally very difficult to purchase fuel at 25 % (you will need a license) but any driver who has purchased fuel before that date can use it during the complete 2021 year... until 02-02-2022.

My recommendation is to purchase at least 2-3 cans of 5 liters for the season before that date, 02-02-2021, and to carry the invoice of that purchase with his/her race stuff during the whole season.

During the 2021 season we will be able to know if the different countries of the EU are going to allow a license system or not, unfortunately nowadays all countries are ruling this issue based in the 2013 EU Law which has been declared null and void from 02-02-2020.

If a license system is commonly accepted, then we may consider to keep on with the 25 % nitro. This subject to be under observation the whole next season 2021. (a license allows the holder to buy any % of nitro, up to pure 100% nitro).

I strongly recommend our member countries associations to address their respective country authorities in order to make them understand that we are a HUGE community of sportsmen, clearly only interested in Racing, and that all our drivers normally have a license from our organization and compete on a regular basis.

Actual system of licenses, soon the old system, is there for fuel with quantities under 30%, and there are strong differences among EU countries, for instance in Spain it is free while in the UK its cost is 39.5 GBP (valid for 3 years).

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Since April 2019 the only real movement the EU has done has been a publication of *Guidelines for the implementation of Regulation (EU) 2019/1148 on the marketing and use of explosives precursors* done 24 June 2020. The super latest one is a correction of wrong text translation to Spanish, French and some other European languages done the past week, 27 October 2020, so please don't say EFRA do not keep you informed to the last minute...

This June document contains an example that proves we are known at EU although their technical knowledge of our fuel is very poor:

Please, read this: *"The content of nitromethane in blends with methanol and oil(s) intended for use as fuels for model vehicles is often given in percent by volume. It is difficult in practice to derive the corresponding content of nitromethane in percent by weight, since necessary parameters for the conversion are in most cases not known. Therefore, for the purpose of Regulation (EU) 2019/1148, fuel blends containing methanol, nitromethane and oil(s), intended for use in model vehicles and with not more than 12 percent nitromethane by volume, may be regarded as containing not more than 16 percent nitromethane by weight."*

Please, do note that unfortunately they are saying we will only be able to race with 12% fuel in volume.

Out of the Technical reports we do have, this "guideline" is non correct. It is wrong.

From a Fuel Producer: *"it is known that the specific weight of technical nitromethane is 1,123 (there is a minimal \pm), so to say that the parameters needed for conversion are not known is a complete nonsense.*

The 16% by weight equals to a 14.248% by volume, but never a 12 % by volume. They're using a specific weight of 1.33 which is not correct, the right figure is 1.123 (no-one knows where they got it that 1.33 from).

The truth is that switching suddenly to a 16% is complicated (we already saw what happened with 1:8 I.C. Track), but going to 12% can cause breakdowns everywhere, having to buy new engines designed for that type of Nitromethane content."

My inputs:

- 1.- We need to make **license system operative** for all our racers.
- 2.- We need to let them know that **16 % in weight is 14.248 % in volume**, (anything under 14 % is totally unacceptable).
- 3.- We need our **industry in line with us**.
- 4.- We, EFRA and the different National Associations, **need to work intensively during the coming months** (I truly believe all EU countries will produce new national laws by 02-02-2021) to find out the different national regulations.
- 5.- **We need to meet FREQUENTLY**, among us and with the Industry, **to prepare suitable regulations** in order to be able to compete in **2022**.
- 6.- Keep an eye on **new storage rules**, safety comes first. **Events special permits may be one of the ways** to allow us to keep on using 25 % at our EFRA European Championships.

Consequently, being said all that, the proposed rule, clearly visible for all industry, is proposed to be adjourned to later in the year 2021 with the knowledge of its immediate force by 01.01.2022 if needed.

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