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2022 Rule Changes and General information (2022 RCAGI)

Alicante 30th of January of 2022

Dear sport friends,

This is our first opportunity to contact you in this 2022 season. We wish you good health, to keep safe and hopefully you have a great 2022 racing year. It has been a difficult 2 years due pandemic time. The whole World as we know changed a lot. We don't want to start a long speech about what happened and how did manage this time in EFRA. The only thing that we wish is that all of your staff, members of your family and yourself are fine.

Now we start a new season in EFRA. We have a lot of hope to make this season happen because our main goal is to come back to the International Racing. Apart of the big projects included in our EFRA Development Plan, we firmly believe that, to continue progressing in our sport, we need to come back to the tracks where is our "normal habitat" and where everything can be done more accurately and faster. We have a big opportunity in front of us to grow our sport and we have to do it.

Coming back to the subject of the letter, we are starting to work on the EFRA 2022 season. As you know calendar and rules has been rolled over since 2020 so, at the moment, we are going to start in the point where we leave it in 2020. So, I have sent out this letter to inform you about news for 2022. New rules approved in last AGM, Official Tire Suppliers for 2022 and final IC calendar.

In 2020 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 important and minor changes. 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

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(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. **We will check number of entries in Sport Class where we will need a minimum number to go ahead with this class. Any news on that we will inform during FEBRUARY. Please, I would kindly ask for drivers and Federations that it is important to be sure the class that you want to race to avoid any misunderstand.**

2. **NEW Format EFRA GP SERIES:** EFRA GP SERIES didn't cover our expectation in terms 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 future 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) .
- 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 to 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.

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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. **Fuel.** Everybody must be aware that new EU regulation about explosives percussors EU n°1148/2019 forced us to change our rule about fuel Appendix 1 rule 5.2. Important change is that maximum of NITRO to be used will be 16% in WEIGHT instead of VOLUME. This causes a mandatory reduction of NITRO in approx. 13% of NITRO in WEIGHT. New density of the fuel will be no heavier of 0,859 gr/cc at 20°. **At last AGM, we agreed that for 2022 EFRA season in IC ON ROAD will use the new FUEL CALLED 16EU.** To measure and control that used fuel is legal during the race, EFRA will produce a new NITROMAX 16EU which will be made by our **Official Supplier for NITROMAX CAPRICORN**. During February will test with different fuel manufacturers and we hope that in first week of March NEW EFRA OFFICIAL NITROMAX 16EU will be ready to be bought thru official Supplier CAPRICORN.
4. **GT8.** 2022 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 two years 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 Lommel next June, we will use rules in the HANDBOOK 2022. Any additional change will be proposed for 2023. **GT8 EP will be included as INVITATIONAL CLASS.**
5. **NEW RACE IN THE EFRA CALENDAR: 3 HOURS OF HEEMSTEDE.** During last year, EFRA was thinking how include at the European Tracks iconic races a lot popular in the past. And we were working to introduce one of the most popular races in IC ON ROAD track in 80ties: 3 HOURS OF HEEMSTEDE. Basically, is a 3-hour race by teams of 3 drivers with 3 cars in one of the most important tracks of RC: HEEMSTEDE (Netherlands). We are planning to race 1/8th and 1/10th 200mm and, depends on number of entries we will consider +40 races. Registration and final rules will be published soon. But don't miss the opportunity to join into that iconic race. We are working to meet on the track important drivers on that time, so we firmly believe that this race must be a generational reunion of IC ON ROAD.
6. **Varia:** Some other changes implemented in the appendix in order to improve our rules with the experience got it during last 2020 season. Once again, more distance for between cars in Le mans starting procedure to be

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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.

Regarding Control Tire for 2022, in this letter we will inform you about who will be manufactures for our races. 6 manufactures for 6 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 2022 SEASON	BRAND
1 st EFRA GP SERIES SCIACCA (ITALY)	MATRIX 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)	UFRA TIRES
3 hours of HEEMSTEDE	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/efra-explains-episode-3-how-to-sign-up-for-an-event/>

NEW!! For EFRA GP SERIES registration will be done directly by HOUSE OF RC.

Link attached <https://houseofrc.com/events/639>

Finally, attached final calendar for IC section in 2022: https://www.efra.ws/wp-content/uploads/2021/12/2022-EFRA_Race_Calendar_V6.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 2022 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.

JAVIER GARCIA
EFRA IC 1/8th ON ROAD SECTION CHAIRMAN

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EFRA 1/10th 200mm SECTION CHAIRMAN

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