
Combined Minutes 1:8 IC, GT and 1/10th IC Track

SATURDAY 18th of November 2023.
1. CHAIRMAN'S WELCOME

Mr Daniel Jones

The Chairman opened the meeting at 13:35

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Greece, Slovakia, Poland, Ireland, Slovenia, Bulgaria, Estonia, Hungary, Turkey, Ukraine, Romania.

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/8	EC 1/10	EC GT8	EC GT8 EL	EC +40 1/8th	EC +40 1/10th	WC 1/10th
AUSTRIA									
BELARUS									
BELGIUM	Leo Heremans	Y					2	2	
BULGARIA									2
CROATIA	Sanjin Svetlicic	Y	2		4	6			
CZECH REP.									
DENMARK			1	3		2	1	3	1
ESTONIA									
FINLAND			2	1			6	1	1
FRANCE	Phillipe Bertrand	Y	6	28	4	6	12	12	3
GERMANY		Y	5	4	1	2	4	4	1
GREAT BRITAIN	John Russell	Y	4	4	2	4	4	2	2
GREECE				1					1
HUNGARY									
IRELAND					6				
ITALY	Teodoro Spagnolo	Y	25	5	40	15	3		5
LUXEMBOURG									
MONACO		Y	3	2			5		
NETHERLANDS	Raymond Houtman	Y	5	5					3
NORWAY	Henning Stavnhaugen	Y	6						
POLAND									
PORTUGAL	João Durães	Y	2						
RUSSIA									
SLOVAK REP.			1	1			1	1	
SLOVENIA									
SPAIN			18	5	10	10	5		
SWEDEN	Mickael Brandt	Y	5				5		1
SWITZERLAND	Giacomo Moretti	Y	10	5			15	5	

TURKEY									
UKRAINE									
TOTAL			95	64	67	45	63	30	20

Allocations can be changed till January 21th 2024.

Other persons present: Daniele Ielasi

3. MINUTES OF 2022 SECTION MEETING

AGM November 2022:

Matters arising from the minutes: Nothing arising

The minutes were accepted as written at the AGM 2022. **Accepted**

The following person was elected to check the minutes of this year: Giacomo Moretti

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2023 season.....

1. Letter from AMSCI regarding the unavailability of Fiorano for the 2024 1/8 EC received with the alternative venue of Locorotondo decided with the final date to be decided.
2. Various other correspondence from drivers with comments and ideas which have all been taken on board for discussion with the federations in future.

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman.

4x EC's and 1x WC held this year which were generally well attended:

1/10 – Naxos, Sicily (39 Drivers and 10 Countries represented)

1/8 – Vila Real, Portugal (72 Drivers and 13 Countries represented)

40+ - Lostallo, Switzerland (90 Drivers and 13 Countries represented)

GT8 & GT8e – Zagreb, Croatia (90 Drivers and 13 Countries represented)

1/8 WC – Infinity Track, Japan (30 Entries from EFRA Bloc)

Whilst there were a few issues to overcome at the events in general all events were mostly enjoyed by the drivers.

Thank you to the tyre suppliers for their support during the events as Official Tyre Suppliers with a special mention to GRP for delivering over 2500 tyres to the GT8 event with no issues reported.

It should be noted that there were some issues related to homologation of bodies and other varia related to the rules during the GT8 EC. Whilst this is regrettable it can be understood that the class is still evolving and I hope that the proposals made at this AGM will resolve most of the issues going forward however I am always open to ideas and thoughts in order to drive this new class forwards and for it to continue to grow.

A huge thank you to all the organisers, manufacturers and suppliers who without their hard work and dedication we would not be able to run these events for the drivers to enjoy. Thanks also to your patience and support during my first year as Chairman of the GT8 Section and Vice-Chairman of the 1/10 and 1/8 sections.

Congratulations to the winners of the EC's this year and I'm already looking forward to an even more exciting and successful 2024 season.

I must also thank Julie Thurston for her significant contributions to the success of the sections over the last 4 years on the EFRA board as well as what Julie has done for the hobby she loves for the last decades. For me personally I am especially thankful as Julie devoted many hours teaching me the ropes in my first year on the board and for that I will be forever thankful. She will be missed by us all and I wish her well for the future.

6 EC AND GP'S 2024/25

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Applications for 1/8 Track

Year/Date	Alt. Date	Status	Country	Venue
2024		GP	Italy	Gubbio
2025		EC40+	Italy	Gubbio
2025		EC	Great Britain	Halifax
2027		WC	Portugal	Vila Real

Final Race calendar for 1/8th IC Track 2024

Year/Date	Alt. Date	Status	Country	Venue
2024	19 – 21 July	GP	Italy	Gubbio
2024	18-21 Sept	EC	Italy	Locorotondo
2024	28-31 August	EC 40+	France	Bourg en Bresse

Future Race calendar for 1/8th Track

Year/Date	Alt. Date	Status	Country	Venue
2025		EC	UK	Halifax
2025		EC 40+	Italy	Gubbio

Applications for GT8

Year/Date	Alt. Date	Status	Country	Venue
2025		EC GT/ GTe	Netherlands	Groningen
2025		EC GT/ GTe	Germany	Leipzig
2025		EC GT/ GTe	Portugal	Vila Real

Final Race calendar for GT8 2024

Year/Date	Alt. Date	Status	Country	Venue
2024	29 May - 01 June	EC GT/ GTe	Italy (Sicily)	Giardini Naxos

Future Race calendar for GT8

Year/Date	Alt. Date	Status	Country	Venue
2025		EC GT/ GTe	Germany	Leipzig

Applications for 1/10 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2024		GP	Italy	Gubbio
2025		EC	Netherlands	Apeldoorn
2025		EC 40+	Italy	Gubbio

Final Race calendar for 1/10th IC Track 2024

Year/Date	Alt. Date	Status	Country	Venue
2024	19 – 21 July	GP Series	Italy	Gubbio
2024	19-22 June	EC 1/10	France	Thionville
2024	28-31 August	EC40+	France	Bourg en Bresse
2024	14-24 Nov	WC 1/10	Costa Rica	Heredia

Future Race calendar for 1/10th IC Track

Year/Date	Alt. Date	Status	Country	Venue
2025		EC 1/10	Netherlands	Apeldoorn
2025		EC 40+	Italy	Gubbio

7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda.

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21th. January LATEST

8. RULE PROPOSALS 1/8, 1/10 and GT8 TRACK

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

Current Rule

APPENDIX 1

1/8th and 1/10th SCALE I.C. TRACK CARS Combined

Proposal

APPENDIX 1

1/8th, 1/10th and GT8 SCALE TRACK CARS Combined

Remarks

Amended annex title to add GT8 and remove IC reference as annex includes electric class rules associated with these sections.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed Unanimously

Current Rule

1.1.

The allocations for the EFRA European Championships 1/8th. and 1/10th. 200 mm scale will be established by the section meeting and published in the minutes.

Proposal

The allocations for the EFRA European Championships 1/8th. and 1/10th. 200 mm scale **and GT8 (E and IC)** will be established by the section meeting and published in the minutes.

Remarks

Add GT8 classes

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Sweden

The proposal: Passed Unanimously

Current Rule

1.2.

For allocation and re-allocation procedures see Gen. 3.6. and 6.2.

For **BOTH CLASSES**: Allocations will only be offered for EC and WC events to those member countries that have written to request places.

Proposal

For allocation and re-allocation procedures see Gen. 3.6. and 6.2.

For **ALL CLASSES**: Allocations will only be offered for EC and WC events to those member countries that have written to request places.

Remarks

Change to ALL CLASSES as now no longer 2 classes.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Switzerland

The proposal: Passed Unanimously

Current Rule

2.1.

European Championships are held in following classes:

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b) European Championship GT 8.

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Proposal

European Championships are held in following classes:

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b) European Championship **GT8 E and IC**.

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Remarks

Added both GT8 classes

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Croatia

The proposal: Passed Unanimously

Current Rule

2.1.

European Championships are held in following classes:

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c) 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.

d) EFRA GP series. EFRA GP Series be held in the first part of the year (March-June). Minimum 2 and maximum 3 GP's. 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). To solve Overall Result of the EFRA GP SERIES in case of tie, driver with single highest finishing position in either of the best Rounds that counted will be awarded the tie (1+3=4 beat 2+2=4) . If tie continue then discarded round will solve the tie.

e) NATIONS CUP. At every European Championship A EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. When race is over, the best two (2) drivers of each country will represent their country at this Nations Cup. Both results will be added together by points (according to the rule 3.3.6) and give the result of their National Team.

Proposal

European Championships are held in following classes:

.....

c) 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.

~~d) EFRA GP series. EFRA GP Series be held in the first part of the year (March-June). Minimum 2 and maximum 3 GP's. 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). To solve Overall Result of the EFRA GP SERIES in case of tie, driver with single highest finishing position in either of the best Rounds that counted will be awarded the tie (1+3=4 beat 2+2=4) . If tie continue then discarded round will solve the tie.~~

d) NATIONS CUP. At every European Championship A EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. When race is over, the best two (2) drivers of each country will represent their country at this Nations Cup. Both results will be added together by points (according to the rule 3.3.6) and give the result of their National Team.

Remarks

Remove EFRA GPs as these are not well supported by the drivers. Drivers also remark that EFRA should concentrate on making the EC's the best which they can be rather than trying to compete with ETS/ENS events.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Holland

The proposal: Passed Unanimously

Current Rule

2.4.1.

General Qualifying format for EC'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.

A point system will be used to establish the qualifying result.

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Proposal

General Qualifying format for EC'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.

Qualifying is 7 minutes + last lap for GT8 - both E and IC.

A point system will be used to establish the qualifying result.

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Remarks

Added GT8 qualification duration

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: UK

The proposal: Passed Unanimously

Current Rule

2.4.1.

General Qualifying format for EC'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.

A point system will be used to establish the qualifying result.

The number 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a 'super-pole' final after completing the last Round of Qualifying.

Super-pole: Drivers ranked 2nd to 5th will drive the 'super-pole' individually on the track, for 6 consecutive laps including warm-up on controlled tyres. Drivers in Super Pole can use a new set of tires or used sets in their bag in the controlled area. Procedure for the Super Pole will be: 5 minutes warm up all participants together to clean the track . Then, one by one 3 minutes warm up for each driver in flying start system, and 6 consecutive laps .

(Remark: when warm up time is over and driver cross the starting line, he cannot enter in the pits) The 'super-pole' running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the 'Main' Final and take the second position on the starting grid.

The other drivers from the 'super-pole' will start in the semi-finals as per qualifying ranking. Depending on time available all finals higher than 1/64th can be shorter than 20 minutes (for instance 10 minutes). See also 2.6

The number of Rounds to count is as follows:

.....

Proposal

General Qualifying format for EC'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.

A point system will be used to establish the qualifying result.

The **top 4 ranked drivers** after completion of the qualifying heats will move up directly to the main final and take the **top 4 positions** on the starting grid.

The other drivers will start in the **finals** as per qualifying ranking. Depending on time available all finals higher than 1/64th can be shorter than 20 minutes (for instance 10 minutes). See also 2.6

The number of Rounds to count is as follows:

.....

Remarks

Remove super pole and re-organize qualification order. Top 4 straight though and remaining drivers to the semi-finals. Top 3 of each semi bump up only and LCF winner. Linked to another proposal to change the semi final bump ups (remove fastest losers) both proposals must be taken as a single proposal and this change relies on both proposals to work.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Sweden

The proposal: Passed Unanimously

Current Rule

2.4.2.

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 :

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Proposal

General Qualifying format for EFRA GP's.
For 1/8th, **1/10th** and **GT8 E and IC**: 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 :

.....

Remarks

Added GT8

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed Unanimously

Current Rule

2.5.

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 100 or more entrants the schedule should be as follows:

Monday to Wednesday: Free or Controlled Practice.

Wednesday: Free or Controlled Practice.

Wednesday & Thursday: Technical inspection All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Practice, Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; Practice 2 direct Qualifiers, 1/2 final, LCQ, final.

For EFRA GP series as a guideline:

Thursday & Friday: Free or controlled practice.

Saturday: Controlled practice, Controlled time practice and Qualifying.

Sundays: Finals.

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Proposal

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 100 or more entrants the schedule should be as follows:

Monday to Wednesday: Free or Controlled Practice.

Wednesday: Free or Controlled Practice.

Wednesday & Thursday: Technical inspection All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Practice, Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; Practice 2 direct Qualifiers, 1/2 final, LCQ, final.

~~For EFRA GP series as a guideline:~~

~~Thursday & Friday: Free or controlled practice.~~

~~Saturday: Controlled practice, Controlled time practice and Qualifying.~~

~~Sundays: Finals~~

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Remarks

If EFRA GPs are removed then this is an amendment to remove EFRA GP references.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Croatia

The proposal: Passed Unanimously

Current Rule

2.5.

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 100 or more entrants the schedule should be as follows:

Monday to Wednesday: Free or Controlled Practice.

Wednesday: Free or Controlled Practice.

Wednesday & Thursday: Technical inspection All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Practice, Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; Practice 2 direct Qualifiers, 1/2 final, LCQ, final.

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Proposal

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 100 or more entrants the schedule should be as follows:

~~Monday to Wednesday: Free or Controlled Practice.~~

~~Wednesday: Free or Controlled Practice.~~

Wednesday & Thursday: Technical inspection All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Practice, Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; Practice 2 direct Qualifiers, 1/2 final, LCQ, final.

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Remarks

Reduce EC events to 4 days. Thursday - Sunday. Sunday finals day is good for attracting local spectators. The actual time schedule will be amended.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Sweden

Amendment – Wednesday to Saturday.

Seconded by: Sweden

The amendment: Passed with 10 for, 1 against and 1 abstentions.

The proposal: Passed with 11 for, 1 abstentions.

Current Rule

2.5.

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 100 or more entrants the schedule should be as follows:

Monday to Wednesday: Free or Controlled Practice.

Wednesday: Free or Controlled Practice.

Wednesday & Thursday: Technical inspection All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Practice, Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; Practice 2 direct Qualifiers, 1/2 final, LCQ, final.

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Proposal

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. **As a guideline at EC's with under 100 entrants the schedule should be as follows:**

Wednesday: Free and Controlled Practice.

Wednesday & Thursday: Technical inspection All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Practice, Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; Practice 2 direct Qualifiers, 1/2 final, LCQ, final.

As a guideline at EC's with 100 or more entrants the schedule should be as follows:

Monday to Wednesday: Free or Controlled Practice.

Wednesday: Free or Controlled Practice.

Wednesday & Thursday: Technical inspection All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Practice, Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; Practice 2 direct Qualifiers, 1/2 final, LCQ, final.

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Remarks

To help drivers contain costs in a race

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

Current Rule

2.6.1

General format for sub-finals and main final at EC:

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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 11. 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.

Proposal

General format for sub-finals and main final at EC:

.....

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 11. 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.

NOTE: The LCF result will not be used to determine the final event rankings - the LCF is ONLY to decide the 11th qualifying position for the main final all other positions will be disregarded. Final event rankings will use the original finishing positions of the semi finals.

Remarks

Added NOTE to clarify LCF effect on final event rankings.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed Unanimously

Current Rule

2.6.1

General format for sub-finals and main final at EC:

The lower finals are 20 minutes up to 1/64 finals.

Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the main final is 45 minutes.

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 main final, plus the best 2 remaining 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. Starting order for the drivers who moved up to the main final is based on number of laps and time for positions 3 to 10. In different circumstances it will be number 1 from the A semi-final who gets the number 3 and the number 1 from the B semi-final who gets the number 4 etc. Semi-final B is the first final to start on the Saturday afternoon.

After Practice direct Qualifiers cars (TQ and Super Pole winner), both cars must be kept in Parc Ferme.

Additionally, after the first semi-final all cars will be put in Parc Ferme 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.

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 11. 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.

Proposal

General format for sub-finals and main final at EC:

The lower finals are 20 minutes up to 1/64 finals.

Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the main final is 45 minutes.

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 main final, plus the best 2 remaining 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. Starting order for the drivers who moved up to the main final is based on number of laps and time for positions 3 to 10. In different circumstances it will be number 1 from the A semi-final who gets the number 3 and the number 1 from the B semi-final who gets the number 4 etc. Semi-final B is the first final to start on the Saturday afternoon.

After Practice direct Qualifiers cars (**top 4 drivers**), the cars must be kept in Parc Ferme. Additionally, after the first semi-final all cars will be put in Parc Ferme 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.

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 11. 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.

Remarks

Attached to previous proposal on removal of the super pole event. Deleting "2 fastest losers" from the semi final bump ups.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Netherlands
The proposal: Passed Unanimously

Current Rule

Delete the rule

2.6.2

~~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 .~~

~~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 11 . 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 .~~

Remarks

No longer needed if previous proposal to remove EFRA GPs is passed .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Switzerland

The proposal: Passed Unanimously

Current Rule

2.7.

During the race 2 (two) mechanics are allowed in the pitlane .

Proposal

2.7.

During the race 2 (two) mechanics are allowed in the pitlane .

No starter boxes are allowed on the track at the start of any finals. Starter boxes taken to the grid will result in the concerned driver receiving a stop and go penalty. A car which cuts on the starting grid is required to be returned to the pit lane and will start the race from the pit lane after all other cars have started.

Remarks

It is dangerous to attempt to restart cars on track and this rule will clarify the procedure in the event of a car flaming out at the start of a final .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Sweden

The proposal: Passed Unanimously

Current Rule

3.

TRACK SPECIFICATIONS

The rule is new:

Proposal

3.15 The track must have a special area cordoned off to be used for the application of the tyre control procedures .

Remarks

Formalise this requirement for the tracks as a 2023 EC race this was not available and caused last minute issues and lack of proper organisation

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: UK

The proposal: Passed Unanimously

Current Rule

4.

RACE PROCEDURES 1:8 & 1:10.

Proposal

RACE PROCEDURES 1:8, 1:10 and GT8.

Remarks

Added GT8

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Switzerland

The proposal: Passed Unanimously

Current Rule

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 12 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 12 drivers. These Controlled Practice 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 (25 first drivers for EFRA GP series, current WC 1/8th if European, current WC 1/10th if European, current EC 1/8th and current EC 1/10th). The total amount of drivers for EC A will be 64. Rest of the drivers will race in EC B. EFRA Section Chairman together with Race Director and Referees have the right to switch drivers from Euro B to Euro A under justified situations (deliberate slow down, weather conditions, etc.) The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible or in the same order.

Proposal

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 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 12 drivers. These Controlled Practice 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 (25 first drivers for EFRA GP series, current WC 1/8th if European, current WC 1/10th if European, current EC 1/8th and current EC 1/10th). The total amount of drivers for EC A will be 64. Rest of the drivers will race in EC B. EFRA Section Chairman together with Race Director and Referees have the right to switch drivers from Euro B to Euro A under justified situations (deliberate slow down, weather conditions, etc.) The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible or in the same order.

Remarks

Removed reference to EFRA GPs

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Switzerland
The proposal: Passed Unanimously

Current Rule

4.1.

CONTROLLED PRACTICE AND CONTROLLED TIMED PRACTICE PROCEDURES For all EFRA races:

.....

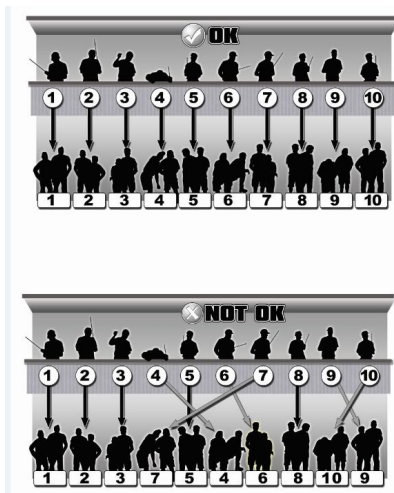
The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible or in the same order.

Proposal

CONTROLLED PRACTICE AND CONTROLLED TIMED PRACTICE PROCEDURES For all EFRA races:

.....

Drivers can stand anywhere on the rostrum on a first come first served basis and mechanics MUST stand directly underneath their driver in the pit lane wherever possible or in the same order. Only for all finals, drivers with the lowest starting numbers will choose their position on the rostrum one by one to the highest number and the mechanics must stand under the driver where this is possible or in the same order.



Remarks

Clarification required on where drivers can stand on the rostrum during qualifying and finals as well as ensuring mechanics stand under their drivers in order.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Switzerland
The proposal: Passed with 11 for and 1 abstentions.

Current Rule

4.3.

Qualifying for EC's.

II Qualifying runs and Finals are run by "time plus completion of lap" system. Qualifying heats are 4 minutes duration. For duration Lower Finals and Main Final see 2.6. The use of a personal transponder is mandatory. When the time is over, an audible signal is given. A car finishes when it passes the finish line after the finish-signal is given. The car must immediately return to the pits and may not hinder other cars still racing. In case of doubt (on the finish-line when time is over), a car may race one more lap and finish. Whether he finishes or not when time was completed, is up to the Time-keepers and cannot be disputed. After returning to the pits, the engine must be stopped immediately and the transmitter turned off and impounded if needed.

Proposal

Qualifying for EC's.

II Qualifying runs and Finals are run by "time plus completion of lap" system. Qualifying heats are 4 minutes duration **for 1/8 and 1/10 and 7 minutes duration for GT8 classes**. For duration Lower Finals and Main Final see 2.6. The use of a personal transponder is mandatory.

When the time is over, an audible signal is given. A car finishes when it passes the finish line after the finish-signal is given. The car must immediately return to the pits and may not hinder other cars still racing.

In case of doubt (on the finish-line when time is over), a car may race one more lap and finish. Whether he finishes or not when time was completed, is up to the Time-keepers and cannot be disputed.

After returning to the pits, the engine must be stopped immediately and the transmitter turned off and impounded if needed.

Remarks

Added GT8 qualifying duration

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Italy

The proposal: Passed Unanimously

Current Rule

4.4.

Qualifying, staggered start system for EC's:

-1 There must be a minimum 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuing of the transmitters and the start of the heat.

-2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.

-3 From 30 seconds until 3 seconds the cars must be held at the starting boxes (this could also be the pit lane). If a car is not at the starting box at 3 seconds (due to unforeseen problems) the car may start from the pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this procedure.

-4 Cars are released in the right order for the Round by the starter.

Proposal

Qualifying, **rolling** start system for EC's:

-1 There must be a minimum 3 min. gap between the end of one heat and the start of the next heat.

-2 An audible warning will be given at **2 minutes**, 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.

-3 **Drivers must cross the timing loop within a limit to be decided by the race director (which shall be the average lap time taken from timed practice plus 50%) of the start signal being given by the timing system**

Remarks

Change to rolling start format - added a limit to cross timing loop to prevent drivers holding back and driving slowly around the out lap which is dangerous and has caused multiple accidents in the past.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed Unanimously

Current Rule

5.1.1.

SPECIFICATIONS FOR CONTROL TIRE

.....

Proposal

The track that will host the event will have to choose the tyre sponsor/s of the race (more than one) . The federation will have to set the shore and the diameter of the tyre for the event instead . Each driver participating at the event can choose any brand they want from the list of the tyre sponsor which the track/federation chose . The drivers can buy any amount of tyres (Ex : The track chose HotRace , Matrix and Contact as tyre brand of the event . The driver "Mario Rossi" can buy 7 sets of HotRace and 3 sets of Contact and choose what ever they want and use anytime whatever the driver wants.Tire supplier need to guarantee all the tires for all the drivers , if it is not able to guarantee this , the tire company can't be chosen to be a tire supplier.The tires do not have to be ordered in advance but the driver can choose directly on the track what to use. -The tire cost need to be: 20,00Eu for 1/8 and 12Eu for 1/10

Remarks

Benefits : -Less cost for drivers -More competition between companies (They will want to push to bring all their drivers to the event so we will have more drivers) -More drivers at the event(if u see all the EFRA races with handout tyres(one brand) and the other with open tire or multi brand , u can see a big difference in terms of numbers obviously in favor of races with "free" tires or where competition is at least created -The tyre brands will have to make supreme quality for the whole event because any tyre produced can be worth the championship(not same like the last European Championship)

Proposed by: HotRace , MARRONE Nicola

Proposal Status:

Seconded by: Portugal

The proposal: Rejected with 1 for, 7 against and 2 abstentions.

Current Rule

5.5.

Only EFRA registered mufflers are allowed at EFRA sanctioned events. The EFRA registered number must be engraved on the sidewall of the muffler. The tail pipe must be oriented on or below the horizontal Race directors have the right to measure at track side and take out cars that make too much noise. EFRA's definition of a noise level is always final.

For 1/8th, a 3-chamber muffler is mandatory. For 1/10th a double chamber design, including silencer chamber, must be fitted.

Proposal

Only EFRA registered mufflers are allowed at EFRA sanctioned events. The EFRA registered number must be engraved on the sidewall of the muffler. The tail pipe must be oriented on or below the horizontal Race directors have the right to measure at track side and take out cars that make too much noise. EFRA's definition of a noise level is always final.

For 1/8th and GT8 IC, a 3-chamber muffler is mandatory. For 1/10th a double chamber design, including silencer chamber, must be fitted.

Remarks

Added GT8 to requirement

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Croatia

The proposal: Passed Unanimously

Current Rule

5.8.

The minimum weight limit of the cars:
1/8th Class: 2350 grams for 4WD cars.
1/10th Class: 1650 grams.

For both Classes: The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder (personal or with battery). The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either.

If the weight is found to be under the minimum weight the driver will be disqualified from the heat, sub-final or final.

Proposal

The minimum weight limit of the cars:
1/8th Class: 2350 grams for 4WD cars.
1/10th Class: 1650 grams.

GT8 IC Class : 3500 grams

GT8 E Class: 3800 grams

For **all** Classes: The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder (personal or with battery). The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either.

If the weight is found to be under the minimum weight the driver will be disqualified from the heat, sub-final or final.

Remarks

Added GT8 classes

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Sweden

The proposal: Passed Unanimously

Current Rule

5.10.

Checks at the technical inspection:

a) Before the race all cars will be checked and during the heats the following random checks will be made:

- Weight limit.
- Muffler & motor.
- Body and wing/spoiler.
- Overall dimensions.

The chassis is to be indelibly marked before the race and if a driver wants to change it, he must present the new and the old to the inspection officer.

b) During sub-finals, all cars moving up to the next final plus the next one are to be checked. In addition to the above mentioned checks the following are to be done during sub-finals:

- Weight limit.
- Muffler.
- Body and wing/spoiler.
- Overall dimensions.
- Marking of the chassis.

- Fuel tank capacity.
- c) The same checks must be made after the Main Final for the top 4 places.

Proposal

Checks at the technical inspection:

- a) Before the race all cars will be checked and during the heats the following random checks will be made:
 - Weight limit.
 - Muffler & motor.
 - Body and wing/spoiler.
 - Overall dimensions.

The chassis is to be indelibly marked before the race and if a driver wants to change it, he must present the new and the old to the inspection officer.

- b) During sub-finals, all cars moving up to the next final plus the next one are to be checked. In addition to the above mentioned checks the following are to be done during sub-finals:

- Weight limit.
- Muffler.
- Body and wing/spoiler.
- Overall dimensions.
- Marking of the chassis.
- Fuel tank capacity.

- c) The same checks must be made after the Main Final for the top 4 places **with the additional requirement to check engine compliance.**

Remarks

Added engine checks to be carried out after the main final

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed Unanimously

Current Rule

7.8.

Bodies:

Bodies must be a 1/10 scale touring car in character, their design being inspired by vehicles that exist or have existed and must comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies need to be sent to the Body shell Homologation Officer for approval as indicated in appendix 9.

The EFRA Registration Number has to be embossed in the body at an edge of the front window.

Minimum weight of the body: 95 grams. The body must be ready to race, which means, painted with rear wing, stickers and any other allowed parts. It's not allowed to add extra weight into the body to set up minimum weight. Clarification of extra weight: any part/glue that is only used to set up minimum weight of the body and also it could be used to improve performance in any way. It's allowed to add glue or adhesives to strengthen of the body.

Proposal

Bodies:

Bodies must be a 1/10 scale touring car in character, their design being inspired by vehicles that exist or have existed and must comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies need to be sent to the Body shell Homologation Officer for approval as indicated in appendix 9.

The EFRA Registration Number has to be embossed in the body at an edge of the front window.

Minimum weight of the body: **90** grams. The body must be ready to race, which means, painted with rear wing, stickers and any other allowed parts. It **is** not allowed to add extra weight into the body to set up minimum weight. Clarification of extra weight: any part/glue that is only used to set up minimum weight of the body and also it could be used to improve performance in any way. It's allowed to add glue or adhesives to strengthen of the body.

Remarks

Change minimum body weight to 90 grams. Evidence at 1/10 EC that it was challenging for drivers to make 95 grams with the latest bodyshells. 90 grams is more reasonable now and still ensures that super thin special bodies cannot be used. This is also in line with IFMAR rules.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Sweden

The proposal: Passed Unanimously

Current Rule

7.8.

Bodies:

Bodies must be a 1/10 scale touring car in character, their design being inspired by vehicles that exist or have existed and must comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies need to be sent to the Body shell Homologation Officer for approval as indicated in appendix 9.

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Proposal

Bodies:

Bodies must be a 1/10 scale touring car in character, their design being inspired by vehicles that exist or have existed and must comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies need to be sent to the Body shell Homologation Officer for approval as indicated in appendix 9.

The EFRA Registration Number has to be embossed in the body at an edge of the front window.

Minimum weight of the body: 95 grams. The body must be ready to race, which means, painted with rear wing (rear wing can be painted or clear), stickers and any other allowed parts. It's not allowed to add extra weight into the body to set up minimum weight.

Clarification of extra weight: any part/glue that is only used to set up minimum weight of the body and also it could be used to improve performance in any way. It's allowed to add glue or adhesives to strengthen of the body.

Remarks

Clarification to rear wing is allowed to be painted or clear - issue at recent event whereby the technical inspector misinterpreted the rule.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Switzerland

The proposal: Passed Unanimously

Current Rule

Proposed to delete:

10

GT TECHNICAL RULES

The basic principle for this class is the use of off-road cars and/or off-road parts , although we cannot prohibit the use of a single designed car for GT in the future . EFRA will follow rules approved in IFMAR GT 1/8th Powered 4WD Track . For any technical rule not covered in this chapter , EFRA will follow last rule approved by IFMAR and published in IFMAR web page [www . IFMAR . org](http://www.ifmar.org) . GT cars called 'SUPER GT cars' may be invited to participate in events held in Europe as 'invitational class' .

Remarks

No longer relevant

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: UK

The proposal: Passed Unanimously

Current Rule

10

GT TECHNICAL RULES

The basic principle for this class is the use of off-road cars and/or off-road parts, although we cannot prohibit the use of a single designed car for GT in the future. EFRA will follow rules approved in IFMAR GT 1/8th Powered 4WD Track . For any technical rule not covered in this chapter, EFRA will follow last rule approved by IFMAR and published in IFMAR web page [www .IFMAR.org](http://www.IFMAR.org).GT cars called 'SUPER GT cars' may be invited to participate in events held in Europe as 'invitational class' .

Proposal

GT TECHNICAL RULES

EFRA will follow rules approved in IFMAR GT 1/8th Powered 4WD Track . For any technical rule not covered in this chapter, EFRA will follow last rule approved by IFMAR and published in IFMAR web page www .IFMAR .org .GT cars called 'SUPER GT cars' may be invited to participate in events held in Europe as 'invitational class' .

Remarks

because the category does not only have models coming from the buggy .

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

Current Rule

10.1

GT Technical rules

.....

One-ways, spools, locking "Torsion-type," or externally adjustable differentials are not permitted . Front & Rear geared Differentials can only be tuned with the use of silicone-based oils . No centre differential allowed . Ball differentials not allowed/only gear differentials . Front and Rear differential gear ratios must be identical . Front or rear underdrive or overdrive is not permitted . The rear differential must be "finger proof", so it must be at least partly covered in case of an open differential. The final drive ratio front and rear must be the same.

Overall dimensions of the chassis:

.....

Proposal

GT Technical rules

.....

One-ways, spools, locking "Torsion-type," or externally adjustable differentials are not permitted . Front & Rear geared Differentials can only be tuned with the use of silicone-based oils . No centre differential allowed . Ball differentials not allowed/only gear differentials. Front and Rear differential gear ratios must be identical . Front or rear underdrive or overdrive is not permitted. The **front and rear differentials** must be covered **sufficiently to prevent injury to fingers of marshals or mechanics**. The final drive ratio front and rear must be the same .

Overall dimensions of the chassis:

.....

Remarks

Clarified rule for diff covers.

Proposed by: RCMS, Jones Daniel

Current Rule

10.1

GT Technical rules

The chassis must have a minimum kick-up 5 degrees in front. No carbon fibre chassis allowed.

.....

Direct Drive, i.e. single speed or maximum two speed gear box Minimum weight in order to run with empty tank is 3500 grams.

Proposal

GT Technical rules

The chassis must have a minimum kick-up 5 degrees in front. No carbon fibre chassis allowed.

.....

Direct Drive, i.e. single speed or maximum two speed gear box is ~~Minimum weight in order to run with empty tank is 3500 grams- allowed.~~

Remarks

Removed weight limit as now mentioned in the general rules of the section

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Croatia

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

10.1

GT Technical rules

The chassis must have a minimum kick-up 5 degrees in front. No carbon fibre chassis allowed.

The kick-up needs to have a minimum length of 30mm and lower suspension arms must be mounted on the kick-up .

Kick off must start at a reference point from the middle point of the gearbox(or main gear), min 100mm, max 230mm.

Drive shafts must be used all around. All driveshaft must be made in steel (not lightweight materials like Aluminium or Titanium).

Brake System: Maximum 2 brake system in Central Drive Shaft / Central braking only on crown wheel (spur gear) . Only standard mechanical brakes are permitted . Up to two brake discs are permitted anywhere on the centre driveshafts . Brakes may not be located on the outboard axles .

One-ways, spools, locking "Torsion-type," or externally adjustable differentials are not permitted . Front & Rear geared Differentials can only be tuned with the use of silicone-based oils . No centre differential allowed . Ball differentials not allowed/only gear differentials . Front and Rear differential gear ratios must be identical . Front or rear underdrive or overdrive is not permitted . The rear differential must be ???finger proof???, so it must be at least partly covered in case of an open differential. The final drive ratio front and rear must be the same .

Overall dimensions of the chassis:

Height: minimum height 155 .0mm with chassis plate on 20mm blocks .

Wheel base between 320-379mm

Length Maximum: 590mm

Width max 310 .0mm, including wheels, axles and wheel-nuts .

The front of the car must be equipped with a bumper made from flexible 'foam' material with all corners and edges rounded off . The contour of the bumper will follow the contour of the body . The bumper may not protrude in front of the body . Minimum dimensions 200 x 20mm.

The maximum capacity for the fuel tank is 150cc max, including all internal tubing The Clutch must be a centrifugal type with a maximum of 4 shoes . No axial engagement of the shoes (No "Centax" Type clutches) .Clutch must use radial centrifugal shoes only in conjunction with Std parallel sided cylindrical clutch bell similar design to the unit shown.

Direct Drive, i.e. single speed or maximum two speed gear box Minimum weight in order to run with empty tank is 3500 grams.

Proposal

GT Technical rules

~~The chassis must have a minimum kick-up 5 degrees in front.~~ No carbon fibre chassis allowed.

~~The kick-up needs to have a minimum length of 30mm and lower suspension arms must be mounted on the kick-up.~~

~~Kick-off must start at a reference point from the middle point of the gearbox(or main gear), min 100mm, max 230mm.~~

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One-ways, spools, locking "Torsion-type," or externally adjustable differentials are not permitted . Front & Rear geared Differentials can only be tuned with the use of silicone-based oils . No centre differential allowed . Ball differentials not allowed/only gear differentials . Front and Rear differential gear ratios must be identical . Front or rear underdrive or overdrive is not permitted . The rear differential must be ???finger proof???, so it must be at least partly covered in case of an open differential. The final drive ratio front and rear must be the same .

Overall dimensions of the chassis:

Height: minimum height 155 .0mm with chassis plate on 20mm blocks .

Wheel base between **320-350mm**

Length Maximum: 590mm

Width **Between 290.0-310 .0mm**, including wheels, axles and wheel-nuts .

The front of the car must be equipped with a bumper made from flexible 'foam' material with all corners and edges rounded off. The contour of the bumper will follow the contour of the body . The bumper may not protrude in front of the body. Minimum dimensions 200 x 20mm.

The maximum capacity for the fuel tank is 150cc max, including all internal tubing The Clutch must be a centrifugal type with a maximum of 4 shoes . No axial engagement of the shoes (No "Centax" Type clutches) .Clutch must use radial centrifugal shoes only in conjunction with Std parallel sided cylindrical clutch bell similar design to the unit shown.

Direct Drive, i.e. single speed or maximum two speed gear box Minimum weight in order to run with empty tank is 3500 grams.

Remarks

The removal of the kick-up and the adjustment of the measurements are necessary, because the category does not only have models coming from the buggy.

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

Current Rule

10.1

GT Technical rules

The chassis must have a minimum kick-up 5 degrees in front . No carbon fibre chassis allowed .

.....

Proposal

10.1

GT Technical rules

A WET car can be used once the race has been declared WET by the race director

The chassis must have a minimum kick-up 5 degrees in front . No carbon fibre chassis allowed .

.....

.

Remarks

This is needed as it takes a significant amount of time to prepare a WET car and it allows the use of old cars and engines from past seasons to be repurposed as a WET car and protect the expensive RACE/DRY car .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Croatia

The proposal: Passed with 11 for, and 1 abstentions.

Current Rule

10.2

Engine rules

Engines allowed will be .21 or 3 .5cc engines . Maximum carburettor diameter is 7mm . The motor shall be air cooled. Conical plugs allowed .

Number of Ports. For EFRA European Championships we propose the following number of ports: 3 Outlet ports, consisting of 1 (one) main Outlet port and 2 outlet booster ports, regardless the name and dimensions, every hole is to be considered as one of the 3 allowed.

A maximum of 5 inlet ports or booster ports . Any hole will be considered as one of the 5 allowed.

The definition of port is a hole in the cylinder liner for fuel inlet or exhaust extraction. The inlet and exhaust holes/ports can be any regular recognised shape, eg. Circle, Ellipse, Square, Rectangle, Triangle, Pentagon etc., or Polygon shapes that are recognised as not being regular shapes joined with a 'slot' or hole. Corners and ends of any shape can be radiused and any individual side does not have to be a straight line. A maximum of two additional 'lubrication' holes are allowed under the exhaust ports, with the restriction they will start opening with the piston closing the exhaust port Examples:- Shapes A to J are allowed. Shapes X to Z are not allowed. See drawing below

.....

Proposal

Engine rules

Engines allowed will be .21 or 3 .5cc engines . Maximum carburettor diameter is 7mm . The motor shall be air cooled. Conical plugs allowed .

Number of Ports. 3 Outlet ports **is defined as** consisting of 1 (one) main Outlet port and 2 outlet booster ports, regardless the name and dimensions, every hole is to be considered as one of the 3 allowed.

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.....

Remarks

Amended ports to align with IFMAR explanation and removed the word 'proposed'

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Italy

The proposal: Passed Unanimously

Current Rule

10.2

Engine rules

.....

The INS box is mandatory.

Engines must be capable of running a heat of minimum 7 minutes on one tank of 150cc fuel to avoid excessive tuning . Exhaust port height max opening to be determined in the future .

.....

Proposal

Engine rules

Engines allowed will be .21 or 3.5cc engines. Maximum carburettor diameter is 7mm . The motor shall be air

The INS box is mandatory.

Engines must be capable of running a heat of minimum 7 minutes on one tank of 150cc fuel to avoid excessive tuning. ~~Exhaust port height max opening to be determined in the future~~

.....

Remarks

Removed "Exhaust port height max opening to be determined in the future ." as this is not a rule

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed Unanimously

Current Rule

10.2

Engine rules

.....

Approved / registered or homologated 3 chamber mufflers according to the EFRA list, including INS box list . It is not allowed to use some kind of trumpet to direct the exhaust fumes outside for muffler outlet pipe, they make too much noise. Using a rubber stinger on the outlet pipe is OK, as long as the noise is not higher. Definition of Trumpet in this instance: Any addition to the pipe or body that increases the DB levels, as determined by race management.

Proposal

Engine rules

.....

Approved / registered or homologated 3 chamber mufflers according to the EFRA list, including INS box list . It is not allowed to use some kind of trumpet to direct the exhaust fumes outside for muffler outlet pipe, they make too much noise. Using a rubber stinger on the outlet pipe is OK, as long as the noise is not higher. Definition of Trumpet in this instance: Any addition to the pipe or body that increases the DB levels, as determined by race management. ~~Bodyshell mounted exhaust deflectors with the sole aim of preventing exhaust byproducts (ie oil) to remain inside the body shell or impact the rear tyres are permitted so long as these are mounted in such a way as not to be seen as adding significant weight to an underweight body shell and should only be mounted with plastic hardware or glue. These must be made from flexible lexan type materials only - rigid/hard materials such as 3D printed deflectors are not allowed.~~

Remarks

Added rule to cover body shell mounted exhaust deflectors.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Italy

The proposal: Passed with 10 for and 2 abstentions.

Current Rule

10.3

Body Rules

Bodies must be commercially available 1/8th scale GT1, GT2, Super GT, DTM, or V8 Supercar cars, 2 door GT bodies .

.....

Proposal

Body Rules

Bodies must be **EFRA homologated (carry the EFRA number in the windscreen AND be on the current year homologation list) and have been previously** commercially available **at least 3 months prior to the EC** 1/8th scale GT1, GT2, Super GT, DTM, or V8 Supercar cars, 2 door GT bodies .

.....

Remarks

Added body shell homologation requirements

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Italy

The proposal: Passed with 11 for 1 abstentions.

Current Rule

10.3

Body Rules

.....

Minimum weight of the body: 260 grams. The body must be ready to race, which means, painted with rear wing, stickers and any other allowed parts. It's not allowed to add extra weight into the body to set up minimum weight. Clarification of extra weight: any part/glue that is only used to set up minimum weight of the body and also it could be used to improve performance in any way. It's allowed to add glue or adhesives to strengthen of the body. The body must have visible windows, body panel and trim markings, and the windows must be mostly clear . Some intrusion for creative painting purposes and tinting is permitted, but the windows must be transparent . Bodies must have headlights and grill details .

.....

Proposal

Body Rules

.....

Minimum weight of the body: **250** grams. The body must be ready to race, which means, painted with rear wing, stickers and any other allowed parts. It's not allowed to add extra weight into the body to set up minimum weight. Clarification of extra weight: any part/glue that is only used to set up minimum weight of the body and also it could be used to improve performance in any way. It's allowed to add glue or adhesives to strengthen of the body. **Flexible exhaust deflectors which are mounted to the bodyshell in such a way as to not be construed to add significant weight and can only be mounted with plastic hardware or glue .** The body must have visible windows, body panel and trim markings, and the windows must be mostly clear . Some intrusion for creative painting purposes and tinting is permitted, but the windows must be transparent . Bodies must have headlights and grill details .

.....

Remarks

Latest bodies despite being of 1mm lexan and clearly not lightweight when cut out for Nitro cars it is clear that 260gr is too heavy and a 10gr reduction is reasonable.

Added possibility to add flexible lexan exhaust deflector to the body shell - this is important as drivers wish to use these for the betterment of the cars cleanliness and guidance is needed to ensure these do not conflict with the body weight and stiffness rules.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: UK

The proposal: Passed with 11 for 1 abstentions.

Current Rule

10.3

Body Rules

.....

No internal body supports / stiffeners / braces allowed to avoid lightweight bodies with internal modifications and add-ons, excluding reinforcement of the wheel arches and back boot lit is allowed . The body must rest on a maximum of 7 posts, of which 5 can protrude outside the bodies. Bodies must be made from Lexan with a minimum thickness of 1mm. The wing must rest on maximum 3 body posts which are not wider as 50x 20 mm each .

.....

Proposal

Body Rules

.....

No internal body supports / stiffeners / braces allowed to avoid lightweight bodies with internal modifications and add-ons, excluding reinforcement of the wheel arches and back boot lit is allowed. The body must rest on a maximum of 7 posts, of which 5 can protrude outside the bodies. ~~Bodies must be made from Lexan with a minimum thickness of 1mm~~ . Bodies must be made from Lexan. The wing must rest on maximum 3 body posts which are not wider as 50x 20 mm each .

.....

Remarks

Body thickness of 1mm rule removed as no longer relevant as minimum body weight takes precedence here.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Italy

The proposal: Passed Unanimously

Current Rule

10.3

Body Rules

.....

Minimum weight of the body: 260 grams. The body must be ready to race, which means, painted with rear wing, stickers and any other allowed parts. It's not allowed to add extra weight into the body to set up minimum weight. Clarification of extra weight: any part/glue that is only used to set up minimum weight of the body and also it could be used to improve performance in any way. It's allowed to add glue or adhesives to strengthen of the body. The body must have visible windows, body panel and trim markings, and the windows must be mostly clear . Some intrusion for creative painting purposes and tinting is permitted, but the windows must be transparent . Bodies must have headlights and grill details .

.....

EFRA will provide other numbers for altered heats and for sub-finals and final . Holes in the body . Holes in the body for fuel-gun, fuel tank opener, aerial, glow-plug, carburetor access and exhaust . Rear and side windows may be removed .Maximum height of 75mm cut-out at rear on 20mm blocks . One opening may be made in the front windscreen with a maximum dimension of 80 .0mm in any direction for refueling and/of engine cooling . An additional hole for refueling in the roof of 50mm is allowed and 35mm for the glow plug . Minimum distance between holes is 5mm. An extra hole for ty-rap to open tank in the front windscreen will be allowed, max. 10mm .See drawings

Proposal

Body Rules

.....

Minimum weight of the body: 245 grams. The body must be ready to race, which means, painted with rear wing, stickers and any other allowed parts. It's not allowed to add extra weight into the body to set up minimum weight. Clarification of extra weight: any part/glue that is only used to set up minimum weight of the body and also it could be used to improve performance in any way. It's allowed to add glue or adhesives to strengthen of the body. The body must have visible windows, body panel and trim markings, and the windows must be mostly clear . Some intrusion for creative painting purposes and tinting is permitted, but the windows must be transparent . Bodies must have headlights and grill details .

.....

EFRA will provide other numbers for altered heats and for sub-finals and final .

Holes in the body. Holes in the body for fuel-gun, fuel tank opener, aerial, glow-plug, carburetor access and exhaust. Side windows may be removed, the rear glass can be partially or totally removed and multiple holes of any diameter can be made inside it. The hole for the engine head can be up to the diameter of the head even if outside the rear glass (the head hole can only come out of the rear window area if this has not been completely removed) .Maximum height of 75mm cut-out at rear on 20mm blocks. One opening may be made in the front windscreen with a maximum dimension of 80 .0mm in any direction for refueling and/of engine cooling . An additional hole for refueling in the roof of 50mm is allowed and 35mm for the glow plug . Minimum distance between holes is 5mm. An extra hole for ty-rap to open tank in the front windscreen will be allowed, max. 10mm .See drawings

Remarks

The weight change is suggested as a reduction of 15g because some bodies are at the limit with the weight (even if with a lot of paint), and in any case the 0.7mm bodies cannot reach the weight of 245g so they cannot be used. The modification of the rule on the rear window is applied because since the rear window is removable it means that inside it you can operate freely and also a fair compromise is reached with cooling and performance

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

Current Rule

Delete the rule

10.4

Race Format

Race format will follow same procedure than other classes of IC section with exception of length of the Control timed practice heats and Qualification heats that will be 7 minutes of duration, refueling forbidden. (see rule 2 . 2 to 2.8 appendix 1)

Remarks

No longer needed to separate GT8 rule as previous proposal adds to general rules of the section

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Italy

The proposal: Passed with 10 for and 2 abstentions.

Current Rule

10.4

Race Format

Race format will follow same procedure than other classes of IC section with exception of length of the Control

timed practice heats and Qualification heats that will be 7 minutes of duration, refueling forbidden . (see rule 2 .2 to 2 .8 appendix 1)

Proposal

Race Format

Race format will follow same procedure than other classes of IC section with exception of length of the Control timed practice heats and Qualification heats that will be 7 minutes of duration, refueling forbidden . **Refueling forbidden before 7 minutes in the final** (see rule 2 .2 to 2 .8 appendix 1)

Remarks

To avoid the advantage of entering early so as not to turn off the engine and leaving immediately at the 7 minute mark without wasting time

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

Current Rule

10.5

Tyre Specifications

.....

Number of tyres for an EFRA event must be specified and will depend on track layout and tyre wear. As a recommendation EFRA will advise 3 sets for the whole official event which include control time practice, qualification and 1 final. (excluding free practice). For bump-ups and main final it will be available extra sets. All used tyres available for re-use.

Proposal

Tyre Specifications

.....

Number of control tyres for an EFRA event must be specified and will depend on track layout and tyre wear. This will be announced in the Stage1 report
A drivers allocated control tyres will be used from Control Timed Practice up to and including the drivers FIRST final. For each bump-up final and main final drivers can purchase 1 additional set per final driven. All used tyres from the drivers initial allocation available for re-use during ALL finals.

Remarks

Amended rules surrounding allocated tyres and availability of used tyres.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

10.5

Tyre Specifications

.....

As a recommendation EFRA will advise 3 sets for the whole official event which include control time practice, qualification and 1 final. (excluding free practice). For bump-ups and main final it will be available extra sets. All used tyres available for re-use.

Proposal

Tyre Specifications

.....

As a recommendation EFRA will advise 3 sets for the whole official event which include control time practice,

qualification and 1 final. (excluding free practice). For bump-ups and main final it will be available extra sets. All used tyres available for re-use. **It is not allowed to change tyres during any finals unless the tyre is severely damaged due to a crash or fails completely then that SINGLE tyre can be replaced with a USED tyre from the drivers initial allocation . The damaged tyre/wheel must be submitted to the post race technical inspection WITH the car.**

Remarks

Added rule prohibiting tyre changes during finals.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Sweden

The proposal: Amended

Amendment

Tyre Specifications

.....

As a recommendation EFRA will advise 3 sets for the whole official event which include control time practice, qualification and 1 final. (excluding free practice). For bump-ups and main final it will be available extra sets. All used tyres available for re-use. **Tyre changes during finals are permitted only using the tyres from the drivers original allocation.**

Seconded by: Switzerland

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

10.5

Tyre Specifications

Controlled tyres for all EFRA events for GT class which means 1 brand . The official tyre supplier must be EFRA
.....

Proposal

Tyre Rules

Controlled tyres for all EFRA events for GT class which means 1 brand . The official tyre supplier must be EFRA
.....

Remarks

Amended Tyre Specifications to Tyre Rules as this more accurately describes the paragraph

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

10.5

Tyre Specifications

.....

The minimum diameter of a tyre must have at any point in the race will be 98mm and maximum is 102mm . One compound to be used for the entire event under dry conditions and one specific different set in case of rain . Wheels must use a 17mm hex hub consistent with the dimensions and function of the hubs used in 1/8 off road racing . The wheel must be affixed by a 17mm wheel nut, threaded on to the hex hub . Quick change mechanisms are not permitted .

.....

Proposal

Tyre Specifications

.....

The minimum diameter of a tyre must have at any point in the race will be 98mm and maximum is 102mm . One compound to be used for the entire event under dry conditions. **In the event of event being declared WET by the race director the use of WET tyres is free (no control tyre required once the event has been declared WET)** Wheels must use a 17mm hex hub consistent with the dimensions and function of the hubs used in 1/8 off road racing . The wheel must be affixed by a 17mm wheel nut, threaded on to the hex hub . Quick change mechanisms are not permitted .

.....

Remarks

Allow open/free tyres during rain situations.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Italy

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

10.6

FUEL Specifications

Fuel or fuels must be commercially available . Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1 , and/or Ethanol (Ethyl Alcohol) CAS number 64-17-5 , lubricating oil , a small content of anti-corrosion chemicals and maximum 16% for 1 /8 and 1 16% for 1 /10 of nitro methane (Cas number 75-52-5) in volume . The specific gravity of the mixture may not be heavier than 0 . 87 grams/cc in WEIGHT not in volume , at 20Â°C and standard atmospheric pressure . Measurement will be done with a nitromax 16% in the pit lane and/or anywhere inside the venue . For quick testing a Nitromax 16EU can be used . Any fuel detected heavier than 0 . 87 will means that the driver will have the result deleted from the heat or final where the fuel was found too heavy . The following additives are strictly prohibited; Hydrazine , Hydrogen Peroxide , Toluene , Propylene Oxide . If an EFRA World Championship Event is to be run at a Country which permits the use of a heavier content of nitro methane (up to 25 % in volume) and the Organizer can ensure EFRA and the participants its supply track side , then the limits will be according to the IFMAR with a maximum 25% of nitro methane (Cas number 75-52-5) in volume , using for quick testing the corresponding Nitromax tool .

Remarks

Duplicate rule as this forms part of the general IC rules earlier in the annex .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Netherlands

The proposal: Passed Unanimously

Current Rule

10.6

FUEL Specifications

Fuel or fuels must be commercially available . Fuel may only contain methanol (methyl alcohol) CAS number 67-

56-1, and/or Ethanol (Ethyl Alcohol) CAS number 64-17-5, lubricating oil, a small content of anti-corrosion chemicals and maximum 16% for 1 /8 and 1 16% for 1 /10 of nitro methane (Cas number 75-52-5) in volume . The specific gravity of the mixture may not be heavier than 0 .87 grams/cc in WEIGHT not in volume, at 20Â°C and standard atmospheric pressure . Measurement will be done with a nitromax 16% in the pit lane and/or anywhere inside the venue . For quick testing a Nitromax 16EU can be used. Any fuel detected heavier than 0 .87 will means that the driver will have the result deleted from the heat or final where the fuel was found too heavy . The following additives are strictly prohibited; Hydrazine, Hydrogen Peroxide, Toluene, Propylene Oxide . If an EFRA World Championship Event is to be run at a Country which permits the use of a heavier content of nitro methane (up to 25 % in volume) and the Organizer can ensure EFRA and the participants its supply track side, then the limits will be according to the IFMAR with a maximum 25% of nitro methane (Cas number 75-52-5) in volume, using for quick testing the corresponding Nitromax tool.

Proposal

FUEL Specifications

Fuel or fuels must be commercially available. Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of chemicals anti-corrosion and maximum 16% nitro methane (Cas number 75-52-5) **IN WEIGHT (not by volume)**. The specific gravity of the mixture **cannot be greater** than 0.859 grams/cc at 20Â°C and standard atmospheric pressure. Measurement will be done with a nitromax 16% in the pit lane and/or anywhere inside the venue . For quick testing a Nitromax 16EU can be used. Any fuel detected heavier than 0 .87 will means that the driver will have the result deleted from the heat or final where the fuel was found too heavy . The following additives are strictly prohibited; Hydrazine, Hydrogen Peroxide, Toluene, Propylene Oxide . If an EFRA World Championship Event is to be run at a Country which permits the use of a heavier content of nitro methane (up to 25 % in volume) and the Organizer can ensure EFRA and the participants its supply track side, then the limits will be according to the IFMAR with a maximum 25% of nitro methane (Cas number 75-52-5) in volume, using for quick testing the corresponding Nitromax tool.

Remarks

Rule adapted to European regulations, the data of the old 16% and not the new 16%EU were mistakenly left

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

Current Rule

11

ELECTRIC CARS

Proposal

ELECTRIC 1/8 CARS

Remarks

Amended rule to clarify this is specific to 1/8 scale cars, not 1/10 or GT8

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Portugal

The proposal: Passed Unanimously

Current Rule

11.6.

The brushless motor (Less than 2800kv) and speed controller combination must be or have been previously commercially available and have a maximum recommended retail price (RRP) of 350 Euro including all taxes. The motor must have a 5mm pinion shaft.

Proposal

The brushless motor (**Maximum of** 2800kv) and speed controller combination must be or have been previously commercially available and have a maximum recommended retail price (RRP) of 350 Euro including all taxes. The motor must have a 5mm pinion shaft.

Remarks

Current commercially motors are 2800kv, the wording of the existing rule would not allow them to be used.

Proposed by: BRCA, Russell John

Proposal Status:

Seconded by: Croatia

The proposal: Passed Unanimously

Current Rule

11.6.

The brushless motor (Less than 2800kv) and speed controller combination must be or have been previously commercially available and have a maximum recommended retail price (RRP) of 350 Euro including all taxes. The motor must have a 5mm pinion shaft.

Proposal

The brushless motor (Less than 2800kv) and speed controller combination must be or have been previously commercially available and have a maximum recommended retail price (RRP) of **500** Euro including all taxes. The motor must have a 5mm pinion shaft.

Remarks

Retail price needs to be increased in line with current prices (Not changed for the last 4 years)

Proposed by: BRCA, Russell John

Proposal Status:

Seconded by: Norway

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

11.10.

The brushless motor (Maximum of 2200kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of 350 euro including all taxes. The motor must have a 5mm pinion shaft.

Proposal

The brushless motor (Maximum of 2200kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of **500** euro including all taxes. The motor must have a 5mm pinion shaft.

Remarks

Retail price needs increasing in line with current costs (not changed for the last 4 years).

Proposed by: BRCA, Russell John

Proposal Status:

Secoded by: Portugal

The proposal: Passed Unanimously

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

A Basic set of electric rules to be used for any EFRA European Event as supporting class. Brushless motors with the following maximum dimensions:

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Proposal

GT ELECTRIC POWERED (GT EP)

Construction and Technical rules of the GP class should be followed with the below EP rules being specific deviations for the electric class. Where there is no rule below the GP rule will be followed. Brushless motors with the following maximum dimensions:

.....

Remarks

Removed reference to supporting class and added reference to follow construction rules of nitro class with the intent of the electric rules to be deviations specific to the electric class.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Italy

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

.....

In GT EP cars is not allowed to cut the front windshield. The antenna hole (10 mm) and side windows can be cut out. Rear window can be removed. Additional cooling holes in the front where normally is the radiator of the respective body are allowed. If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid. The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission. GT carbon chassis for electric allowed. No kick up needed. Minimum weight : 3800 grams Length of the heat depending on track layout and after consultation with EFRA, it will be decided for any race before start by Race management.

Proposal

GT ELECTRIC POWERED (GT EP)

.....

In GT EP cars is not allowed to cut the front windshield. The antenna hole (10 mm) and side windows can be cut out. Rear window can be removed. Additional cooling holes in the front where normally is the radiator of the respective body are allowed. If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid. The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission. **No Chassis Kick Up is required but can be used. Chassis material can be carbon fibre or**

aluminium alloy. Minimum weight : 3800 grams Length of the heat depending on track layout and after consultation with EFRA, it will be decided for any race before start by Race management.

Remarks

Amended chassis kick up and material to make it easier to understand exactly the intent of the rule.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Italy

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

.....

In GT EP cars is not allowed to cut the front windshield. The antenna hole (10 mm) and side windows can be cut out. Rear window can be removed. Additional cooling holes in the front where normally is the radiator of the respective body are allowed. If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid. The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission. GT carbon chassis for electric allowed. No kick up needed. Minimum weight : 3800 grams Length of the heat depending on track layout and after consultation with EFRA, it will be decided for any race before start by Race management.

Proposal

GT ELECTRIC POWERED (GT EP)

.....

In GT EP cars is not allowed to cut the front windshield. The antenna hole (10 mm) and side windows can be cut out. Rear window can be removed. Additional cooling holes in the front where normally is the radiator of the respective body are allowed. If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid. The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission. GT carbon chassis for electric allowed. No kick up needed. ~~Minimum weight : 3800 grams Length of the heat depending on track layout and after consultation with EFRA, it will be decided for any race before start by Race management.~~

Remarks

Removed "Minimum weight : 3800 grams Length of the heat depending on track layout and after consultation with EFRA, it will be decided for any race before start by Race management." This is no longer required because both aspects are covered under the general rules within the section rules above. It is a duplicated rule now.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Italy

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

A Basic set of electric rules to be used for any EFRA European Event as supporting class.

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Proposal

GT ELECTRIC POWERED (GT E)

A Basic set of electric rules to be used for any EFRA European Event as supporting class.

All electric final groups will consist of 3 legs for all with a duration of 7 minutes per leg .

Remarks

Clarification of legged finals for all regardless of final group the driver has qualified meaning everyone gets the same amount of track time in this class .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Italy

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

A Basic set of electric rules to be used for any EFRA European Event as supporting class . Brushless motors with the following maximum dimensions :

.....

Proposal

The EP class will have the same number of controlled tyres as the GP class and follow the controlled tyre procedures . The only exception being that as EP class do not have bump-up finals EP drivers cannot purchase additional tyres for the finals and must use the original tyre allocation for all track events including all final legs .

Remarks

EP tyre allocation clarification .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Italy

The proposal: Passed with 11 for and 1 abstentions.

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

A Basic set of electric rules to be used for any EFRA European Event as supporting class . Brushless motors with the following maximum dimensions :

Diameter : max . 44 mm

Length : max . 75 mm Motors with and without sensor are allowed .

GT Electric Track Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15 . 2 volts (4S) . It is allowed to use 2 x 2S or 1 x4S . If multiple individual batteries are connected together (in parallel or series) , then all batteries used must be of the same manufacturer brand and same Part Number .

Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events . All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists . Batteries that are not compliant with the dimensional rules or published weights will not

be allowed .

LiPo/LiFe drive batteries must be in a 'Lipo sack' at all times when being charged or discharged . This applies to any discharging procedures except during a race or when using organiser supplied resistors . Anybody not doing this will be penalised at the event . LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire .

The maximum charging cut-off voltage is 4 . 20v per cell in series (16 . 80v for 4S) . Organisers can check this voltage at any time during the event .

All Rules concerning : - Technical Specifications , Race Procedures , Homologation Procedures , for Lithium Batteries can be found in NEW APPENDIX 4 .

In GT EP cars is not allowed to cut the front windshield . The antenna hole (10 mm) and side windows can be cut out . Rear window can be removed . Additional cooling holes in the front where normally is the radiator of the respective body are allowed . If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid . The electrical / electronic equipment consists of the battery (LiPo hardcase) , controller (ESC) and a servo for steering . Electronic driving aids such as ESP and ABS are prohibited . Telemetry is allowed as long as they function is part of the remote control and the receiver , as well as the associated sensors . This applies also to passive devices for recording data , and video that have no device for radio transmission . GT carbon chassis for electric allowed . No kick up needed . Minimum weight : 3800 grams Length of the heat depending on track layout and after consultation with EFRA , it will be decided for any race before start by Race management .

Proposal

Motors should have a maximum KV rating of 2800 . Any suitable ESC maybe used however the use of BOOST/TURBO is strictly prohibited . BLINKY mode must be locked in via the ESC firmware and confirmed by the pre-run voltage checker as a flashing LED on the ESC itself . Only 3 connections at the receiver is allowed (Steering Servo , ESC and Transponder - no other connections are allowed) . -----OR----- Motors should have a maximum KV rating of 2400kv . Any suitable ESC is allowed . The use of BOOST and TURBO is allowed . Only 3 connections at the receiver is allowed (Steering Servo , ESC and Transponder - no other connections are allowed) .

Remarks

A limitation of power should be considered to reduce the battery failures and stress on the electronics of the cars . It will also help reduce tyre wear and overall cost of running the class . By using the first method above - BLINKY mode this would not require most drivers to have to purchase anything whereas the 2nd option would require drivers to purchase a new motor as most drivers will use motors of 2600 - 2800kv

Proposed by: RCMS, Jones Daniel

Proposal Status:

**Secoded by: Portugal
The proposal: Amended**

Amendment

Motors should have a maximum KV rating of 2800.

Secoded by: UK

The proposal: Passed unanimously

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

A Basic set of electric rules to be used for any EFRA European Event as supporting class . Brushless motors with the following maximum dimensions :

.....

Proposal

11.17.

GT ELECTRIC POWERED (GT EP)

A Basic set of electric rules to be used for any EFRA European Event as supporting class . Brushless motors with the following maximum dimensions :

The use of a WET car is allowed once the race has been declared WET by the race director .

Remarks

This is needed as it takes a significant amount of time to prepare a WET car and it allows the use of old cars from past seasons to be repurposed as a WET car and protect the expensive RACE/DRY car .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Italy

The proposal: Passed Unanimously

APPENDIX 8

HOMOLOGATION OF MUFFLERS

Current Rule

1.

GENERAL

Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the car. The noise level is a combination of RPM, motor design and performance, muffler, manifold, gearing and body. The better the combination, the more performance and more RPM. Since EFRA can only check 2 of these items (muffler and INS box) there is no way to control the noise in a good way on a track without extra measurements. The only solution is measurement on the track by means of a so called "Noise Trap". For the future we will talk about registration of mufflers and no longer about homologation, simply to avoid interpretations as that a homologated muffler is always OK. The legal noise level within the European Community is 83 dBs, without the need for extra personal protection. EFRA's definition of a noise level is always final. For 1/8 th IC track races only EFRA registered mufflers with a minimum of 3-chambers are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler.

For 1/8th Off Road, only EFRA registered with a minimum of 3-chamber mufflers are allowed. The EFRA registration number must be engraved on the sidewall of the muffler. For 1/10th IC track, only EFRA registered 2-chamber mufflers list are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler. The sections will use a so called "Noise Trap" to check noise level on the events. Depending on the track layout the noise trap will be installed and used to take out cars that make too much noise. The final noise limit for an event must be set prior to timed practice.

All mufflers on the 2013 list that are still sold and manufactured must be registered again before March 1st 2014 to be able to be used for the 2014 season. The registration period will be limited to 2 years and needs to be renewed after that period. Mufflers that were allowed in 2013, EFRA 2103 till 2109 do not need registration for 2014, including the RCE mufflers with the double wall and rear muffler outlet. WHY REGISTRATION. Registration is needed to be sure mufflers are made according to specific dimensions. Registration is needed to make sure there is a product available in the shops Registration is needed to avoid self made mufflers used at club level. Registration is needed to control the design and weight which are part of the noise production.

Proposal

GENERAL

Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise

generated by the car. The noise level is a combination of RPM, motor design and performance, muffler, manifold, gearing and body. The better the combination, the more performance and more RPM. Since EFRA can only check 2 of these items (muffler and INS box) there is no way to control the noise in a good way on a track without extra measurements. The only solution is measurement on the track by means of a so called "Noise Trap". For the future we will talk about registration of mufflers and no longer about homologation, simply to avoid interpretations as that a homologated muffler is always OK. The legal noise level within the European Community is 83 dBs, without the need for extra personal protection. EFRA's definition of a noise level is always final. For 1/8 th IC track races only EFRA registered mufflers with a minimum of 3-chambers are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler.

For 1/8th Off Road, only EFRA registered with a minimum of 3-chamber mufflers are allowed. The EFRA registration number must be engraved on the sidewall of the muffler. For 1/10th IC track, only EFRA registered 2-chamber mufflers list are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler. **For GT8 IC track races only EFRA registered mufflers with a minimum of 3-chambers are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler.** The sections will use a so called "Noise Trap" to check noise level on the events.

Depending on the track layout the noise trap will be installed and used to take out cars that make too much noise. The final noise limit for an event must be set prior to timed practice.

All mufflers on the 2013 list that are still sold and manufactured must be registered again before March 1st 2014 to be able to be used for the 2014 season. The registration period will be limited to 2 years and needs to be renewed after that period. Mufflers that were allowed in 2013, EFRA 2103 till 2109 do not need registration for 2014, including the RCE mufflers with the double wall and rear muffler outlet. WHY REGISTRATION. Registration is needed to be sure mufflers are made according to specific dimensions. Registration is needed to make sure there is a product available in the shops Registration is needed to avoid self made mufflers used at club level. Registration is needed to control the design and weight which are part of the noise production.

Remarks

Added GT8 requirement to use EFRA homologated mufflers.

Proposed by: RCMS, EFRA

Proposal Status:

Secoded by: Switzerland

The proposal: Passed Unanimously

APPENDIX 9 **PROCEDURE FOR BODY-APPROVAL (1/8 TRACK, 1/10 TRACK, ELECTRIC TRACK & LARGE SCALE)**

Current Rule

APPENDIX 9 **PROCEDURE FOR BODY-APPROVAL (1/8 TRACK, 1/10 TRACK, ELECTRIC TRACK & LARGE SCALE)**

Proposal

APPENDIX 9 **PROCEDURE FOR BODY-APPROVAL (1/8 TRACK, 1/10 TRACK, **GT8 EP & GP**, ELECTRIC TRACK & LARGE SCALE)**

Remarks

Added GT8

Proposed by: RCMS, EFRA

Proposal Status:

Secoded by: Italy

The proposal: Passed Unanimously

Current Rule

1.a.

Bodies for 1:10th, 1:8 class and Electric Track. Anyone who wishes to have a body tested and homologated must submit 2 samples before December 1st to the body homologation officer.

Bodies will be checked and verified between December 1st and february 28th and will be put on the EFRA webpage for publication on March 1st.

After publication no other bodies will be added to the list before the end of the running year.

Proposal

Bodies for 1:10th, 1:8 class, **GT8 EP/GP classes** and Electric Track. Anyone who wishes to have a body tested and homologated must submit 2 samples before December 1st to the body homologation officer.

Bodies will be checked and verified between December 1st and February 28th and will be put on the EFRA webpage for publication on March 1st.

After publication no other bodies will be added to the list before the end of the running year.

Remarks

Added GT8 classes

Proposed by: RCMS, EFRA

Proposal Status:

Seconded by: Italy

The proposal: Passed Unanimously

10. ELECTION OF SECTION CHAIRMAN.

Up for election: 1/8th Section Chairman.

Up for election: 1/10th Section Chairman.

Candidates:

Daniel Jones (EFRA) combined was elected unanimously

11. ANY OTHER BUSINESS.

1/8 EP – Success in 1/8 EP in both the UK and Spain however it has not been seen to grow significantly elsewhere. Halifax in 2025 will be a good opportunity for an international race for the class.

12. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at: 17:05