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*Dear Model Motorsport Fans!*

*From Vito and I - Welcome to the 2025 European Championship Season!*

*I am writing to you all to not only welcome you to another season in EFRA but to highlight a few key changes for 2025 as well as provide an update on the new technical commission topics being discussed this year. I'll split the class specific news and then a general section at the end where the change affects ALL classes/events. I would urge you all to review the Stage Reports for the events which are published on the EFRA website.*

*Let's start with GT8 as it is our first event this year at the beautiful Leipzig circuit in Germany! GT8 continues to see strong support and growth and we are now stabilizing the technical rules. Not much has changed for this year but there are a couple of key points to mention and to be aware of for this season and a heads up for 2026.*

- 1. We will now have a 40+ award at the GT8 EC for both the GP and EP classes!*
- 2. The control tyre for GT8 will now be the same compound front and rear. The idea behind this is to simplify the technical inspection and to more easily manage tyre wear and extend tyre life as the used tyres can now be used on any axle.*
- 3. For 2025 the Tyre will be PMT Q5 and 3 sets (1 set equals 4 tyres) to be used from TP1 until first final. For each bump up final drivers are able to purchase 1 new set. All drivers for the A Main can purchase one additional set of tyres.*
- 4. Practice tyres require to be pre-ordered directly from the supplier for delivery to the track – details of how the pre-ordering process will work will be posted on EFRA socials soon please keep an eye out for that.*
- 5. For 2026 an important technical change will be the removal of the GP chassis KICK-UP requirement. Kick Up chassis can still be used but no longer mandatory.*

*Now onto 1/10. We have seen some resurgence in 1/10 within EFRA over the last couple of seasons which has been promising. Looking forward to Apeldorn this year! Again, not much has changed for 2025 however the class continues to generate relatively lower entries.*

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*During the technical commission meeting a big focus was placed on the future of 1/10. Many interesting ideas were discussed, and a few simple ideas are being tested in order to make the cars a bit easier to setup and drive which equals more fun! We aren't looking to reinvent the wheel here rather make some small but measurable changes to resume growth in this class. Watch this space! I will keep you all updated as these ideas are tested, and the final decisions are made for the future by the technical commission. Points to be aware of for 1/10 specifically:*

- 1. Default tyre hardness now 35 Front 37 Rear.*
- 2. Control tyre choice for this year's event is ONE with 8 mandatory sets.*
- 3. Practice tyres require to be pre-ordered directly from the supplier for delivery to the track – details of how the pre-ordering process will work will be posted on EFRA socials soon please keep an eye out for that.*

*Now onto to the "Formula One of R/C Racing", 1/8. This year we are heading to the UK for what is looking to be a fantastic event in beautiful Yorkshire at the Halifax track. A track which I spent many happy years racing 1/8 in my youth! John and the team at Halifax are really looking forward to welcoming you all in August. 1/8 in general over the last years has remained stable and again the 2025 specific rules have not changed. The technical commission has the future of 1/8 on the agenda for discussion with the view of protecting it to ensure that it remains viable and strong for years to come. Keys points for Halifax this year are:*

- 1. Control tyre choice for this year's event is HOT RACE with 8 mandatory sets.*
- 2. Practice tyres require to be pre-ordered directly from the supplier for delivery to the track – details of how the pre-ordering process will work will be posted on EFRA socials soon please keep an eye out for that.*
- 3. The organisers will be running a 1/8 EP class (Suspension Cars, not flat plan) to support the main EC. Details will be announced by the organization in due course, but the entries will be extremely limited due to the main EC taking priority and ensuring respect for the total event entry cap of 120 drivers.*

*Finally, I would like to brief you all on the changes which concern all of us and are related to the procedural rules for the 2025 and future EC events. These changes were discussed at length and voted in at the AGM by the federations. I will make sure that some of the bigger changes affecting*

*on track procedures are re-briefed during the team manager meetings to ensure that everyone knows what is expected. The changes are:*

- 1. A change has been regarding the 40+ event eligibility (this year in Gubbio, Italy). It was decided that A MAIN drivers (this does not include the LCF winner or 11<sup>th</sup> place on the A Main grid) who are 40+ at the MAIN EC event for the class would no longer be eligible to participate in the EC 40+ event for 1/8 or 1/10 in the following year. EFRA will communicate those drivers affected after the EC.*
- 2. Unofficial open practice continues for the Monday and Tuesday prior to the event. This practice is under the control of the host organization.*
- 3. In the case of a WET race being declared – tyre choice is open. Any tyre can be used.*
- 4. Semi Final and Main Final drivers only will choose their place on the rostrum starting with the lowest number driver. Car 1, Car 2, Car 3 etc. This will be marshalled by the EFRA referee. Practice, Qualifying and lower finals will be all on a first come first serve basis (single file queue for the rostrum stairs).*
- 5. There will be a 2-minute gap between the end of the previous heat and the start of the WARM UP of the next heat. Engines CAN BE RUN during the 2 minutes for the purposes of engine warm up within the tyre control area. Organisers are to ensure that the tyre control area is adequately ventilated.*
- 6. A mandatory break of 30 minutes between the end of the LCF and the start of the MAIN final.*
- 7. The MAIN final will have 10 minutes warm up.*
- 8. In the event of a DELAYED START (Driver calls 10 minutes) the track will be CLOSED to all drivers (including the driver who called the delayed start). After the 10 minutes has elapsed there will be a further 5 minutes WARM UP with no possibility of another delay. All engines to be switched off during the 10-minute period.*
- 9. Apart from the driver who called the 10 minutes all other cars will be placed into PARC FERME conditions meaning that no other car can be worked on. The bodyshell must remain fitted to the cars. Receiver batteries can be switched off. Parc Ferme condition ends at the end of the 10 minutes delay period. EFRA officials will be in the pit lane to ensure compliance and any car seen with the bodyshell removed or otherwise being worked on will receive a stop and go penalty to be served within 3 racing laps following the start of the race.*
- 10. The driver who requested the 10 minutes delay will start the race from 12<sup>th</sup> position on the track.*
- 11. To prevent engines overheating which carries an increased risk of engine flame outs and jump starts the drivers will form up onto the grid by means of a formation lap. Mechanics*

*will be released to walk around the track to the starting position once the timekeeper calls 30 seconds. Mechanics must NOT walk across the track! The drivers will drive the cars to the grid position at a reduced speed to meet the mechanic. Refuelling must be done with the car away from the racing surface.*

- 12. Wet cars should be presented to technical inspection to have the chassis marked (with a different sticker/colour than the main car).*
- 13. Aromatic additives in fuel is expressly prohibited – an EFRA provided Spectrometer will be used to check for these additives. The use of these additives will result in disqualification.*
- 14. Fuel guns must not cross the pit lane wall at any time. Should a fuel gun be seen across the wall at any time by any official or judge of fact will result in the usual drive through penalty.*

*Most of the above are not new rules but clarification and formalising of existing unwritten understandings to avoid any doubt. Many of which I hope you will find positive. Feel free to review the 2024 AGM minutes from the EFRA website as a lot of rationale can be found within. The 2025 Handbook will also be available for download from the website soon.*

*So, I think that's enough for now and it just leaves me to welcome you all to the 2025 season once again and I look forward to seeing you all at the events this year. If you have any ideas or constructive thoughts, please stop either Vito or me and let's have a chat!*

*Kind Regards,*



*Daniel Jones*

*EFRA IC On road Sections Chairman*