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Technical Statement

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Dear friends of RC Motorsport Europe,

I want to address you 3 weeks before to go to Italy for EFRA EC 1/10th IC 200mm in Gubbio, and less than 5 weeks to go to Spain for EFRA EC 1/8th IC in Almussafes, to clarify some technical areas in both classes which in last week's / months, have been found for EFRA and also have been mentioned in different social media / races / events.

These technical points are related, mainly, with 3 important points: Bodies, pipes and fuel. That is why we decided to make an official statement to clarify what is allowed, and what will not be allowed for both races.

- **Bodies:** Since the beginning of the season, in the EFRA GP SERIES and in some National/ International Races, we found some bodies (homologated by EFRA) that are a light version with different thickness of what was homologated. Even though, those bodies are not commercially available, or at least, not affordable for some hobby drivers. I want to remind that, when EFRA homologates a body, all measures are checked, and the body cannot be modified from the original version. At the last EC GT8 in Lostallo, we found EFRA 6006 in a light version, which we did not allowed to be used in the race, and during the 2022 season we found 1/8th IC body Super Diablo EFRA 31554 in an ultra-light version of 0,50mm. And, we aware the same issues in 1/10th with some other ultra-light bodies in last days. **To be clear, for next EC's, EFRA will not allow any ultra-light versions of any EFRA homologated body into the official race. Also, we want to point out for 1/10th, EFRA will not allow any kind of system in order to be used as stiffener to allow light bodies.** EFRA will monitor this during free practice that not any driver is using light bodies, and EFRA will make drivers aware to not use this body at official races. Please make sure you don't bring these bodies to the track.
- **Fuel.** We all know that in EFRA EC's IC track, only 16EU will be allowed with new density 0,859. With the new Nitromax you are able to check your fuel before the EC. I want to mention that the new EFRA Homologated Nitromax can detect easily the differences between the old 16 fuel and the new 16EU. For that reason, please check your fuel to be sure before the race. Also, we are closely checking special fuels with high performance only to be used in qualification and/or Superpole. Some of those fuels are not available for hobby drivers. They are available for top/professional ones. **In our last technical meeting we agreed, in case of any suspicious**

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of special fuels used during the Official part of the EC, we take samples to send out to our laboratory in order to be sure that this fuel is according to the rules in all components and/or nitro percentages. In case that, after the checking, we found some specials components, or any other illegal issues not allowed, there will be penalties for drivers and manufacturers according to the rules (Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event)

- *Pipes.* Also in last month's we found some pipes with same EFRA number but with different measures and performances. **As same as bodies, we will allow the pipes homologated by EFRA and will not allow any different versions with different performances.** All drivers must know (Special official drivers and manufacturers) that EFRA has all drawings of the pipes to be checked during the race. Founding some pipe illegal or not according with homologated pipe, driver will be disqualified, and we will propose a penalty for concerned manufacturer for future events.

As a message for manufacturers. Please, be sure that your costumers have the proper products to race at EFRA European Championship. EFRA is asking to offer to your costumers and professional drivers the products that you Homologated at the beginning of the year, and also be sure that your products are according to the rules, in order to not force your drivers to be disqualified. The only goal of EFRA is to compete in equal conditions for all drivers and manufacturers. Additionally, EFRA will be strong with those who want to break our rules and we will be inflexible with these products.

With our best regards.

Javier Garcia
Section Chairman

Julie Thurston
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