



EFRA ANNUAL SECTION MEETING

5th of November 2022

Van der Valk Hotel, Brussels, Belgium

Combined Agenda 1:8 IC and 1/10th IC Track

SATURDAY 5th of November 2022.

1. CHAIRMAN'S WELCOME

Mr Javier Garcia - Mrs Julie Thurston

The Chairmen opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	PRESENT ON ZOOM MEETING	SECTION SUBSCR	EC 1/8	EC 1/10	EC GT8	EC 40+ 1/8	EC +40 1/10th	WC GT8	WC 1/8
AUSTRIA										
BELARUS										
BELGIUM										
BULGARIA										
CROATIA										
CZECH REP.										
DENMARK										
ESTONIA										
FINLAND										
FRANCE										
GERMANY										
GREAT BRITAIN										
GREECE										
HUNGARY										
IRELAND										
ITALY										
LUXEMBOURG										
MONACO										
NETHERLANDS										
NORWAY										
POLAND										
PORTUGAL										
RUSSIA										
SLOVAK REP.										
SLOVENIA										
SPAIN										
SWEDEN										
SWITZERLAND										
TURKEY										

TOTAL										
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Allocations can be changed till January 21th 2023.

Other persons present:

3. MINUTES OF 2021 SECTION MEETING

November 2021— Virtual AGM

Matters arising from the minutes:.

The minutes were accepted as written at the AGM 2021.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2022 season.....

5. CHAIRMAN'S REPORT

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

6 EC AND GP'S 2023/24

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 IC Track

Year/Date	Alt. Date	Status	Country	Venue
June 2023	July 2023	GP	Switzerland	Lostallo
2023		GP	Italy	Leno
2024		EC GT	Portugal	Vilareal
2024		EC GT	Spain	Almussafes
2024		EC GT	Italy (Sicily)	Giardini Naxos
2024		EC	Switzerland	Lostallo
2024		EC	Italy	Fiorano
2024		EC 40+	France	Bourg en Bresse
2024		EC 40+	Switzerland	Lostallo

Final Race calendar for 1/8th IC Track 2023

Year/Date	Alt. Date	Status	Country	Venue
2023		GP Series		
2023		GP Series		
2023		EC	Portugal	Vilareal
2023		EC 40+	Switzerland	Lostallo
2023		EC GT8	Croatia	Zagreb
27 Oct- 4 November 2023		WC 1/8	Japan	Infinity Track

2-7 October 2023		WC 1/8 GT	Australia	Sydney
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Future Race calendar for 1/8th IC Track.

Year/Date	Alt. Date	Status	Country	Venue
2024		EC		
2024		EC 40+		
2024		EC GT8		

Applications for 1/10 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2023		GP	Switzerland	Lostallo
2023		GP	Italy	Leno
2024		EC	Portugal	Vila Real
2024		EC	France	Thionville
2024		EC 40+	France	Bourg en Bresse

Final Race calendar for 1/10th IC Track 2023

Year/Date	Alt. Date	Status	Country	Venue
2023		GP Series		
2023		GP Series		
2023		EC 1/10	Italy	Giardini Naxos (Sicily)
2023		EC40+	Switzerland	Lostallo

Future Race calendar for 1/10th IC Track

Year/Date	Alt. Date	Status	Country	Venue
2024		EC 1/10		
2024		EC 40+		
2024		WC 1/10		

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 and 1/10 IC 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.

Proposal

We would like to propose that the 1/8th section would be divided into 1/8th IC and 1/8th GT.
There are so many technical things involved that it would be easier to handle with separate sections.

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

Current Rule

2.1.

European Championships are held in following classes:

a) European Championship 1/8th IC PRO Class and European Championship 1/8th IC SPORT Class. European Championship 1/10th Touring Car Sedan bodies PRO Class and European Championship 1/10th Touring Car Sedan bodies SPORT Class. In the year there is an IFMAR World Championship outside the EFRA Bloc, dates between EC and WC must be separated with at least 4 free weekends between the finals. In the years there is an IFMAR WC in the EFRA Bloc, there will be no European Championship PRO Class (see schedule IFMAR, www.ifmar.org).

One special EFRA medal will be awarded to the fastest driver under 17 year in each class. So everybody of 16 years old at 1st of January, or younger can compete for this medal. One trophy must be awarded by the Organizer for each class.

b) The European Championship 1/8th SPORT class will be open to: All drivers who want to attend the race, except drivers who have ranked in the first twenty five (25) places of any of the preceding two (2) European Championship 1/8th IC PRO class (old EC-A) and to any driver who has ever taken part in an EFRA-IFMAR Championship (EC-WC) A main final in any class of racing in last 5 years.

The European Championship 1/10th Touring Car Sedan Bodies SPORT Class will be open to: All drivers who want to attend race except drivers who have ranked in the first twenty five (25) places of any of the preceding two (2) European Championship 1/10th Touring Car Sedan Bodies IC PRO class (old EC-A) and to any driver who has taken part yet in an EFRA-IFMAR Championship (EC-WC) A main final in any class in last 5 years. For both classes:

The winner of the European Championship SPORT class cannot participate in SPORT Class for next 5 years additionally with the other restrictions.

c) European Championship GT8 IC.

d) 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.

e) EFRA GP series. EFRA GP Series will 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.

f) 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:

a) European Championship 1/8th IC ~~PRO Class and European Championship 1/8th IC SPORT Class track.~~ European Championship 1/10th Touring Car Sedan bodies ~~PRO Class and European Championship 1/10th Touring Car Sedan bodies SPORT Class.~~ In the year there is an IFMAR World Championship outside the EFRA Bloc, dates between EC and WC must be separated with at least 4 free weekends between the finals. In the years there is an IFMAR WC in the EFRA Bloc, there will be no European Championship ~~PRO Class~~ (see schedule IFMAR, www.ifmar.org).

One special EFRA medal will be awarded to the fastest driver under 17 year in each class. So everybody of 16 years old at 1st of January, or younger can compete for this medal. One trophy must be awarded by the Organizer for each class.

b) ~~The European Championship 1/8th SPORT class will be open to: All drivers who want to attend the race, except drivers who have ranked in the first twenty five (25) places of any of the preceding two (2) European Championship 1/8th IC PRO class (old EC-A) and to any driver who has ever taken part in an EFRA-IFMAR Championship (EC-WC) A main final in any class of racing in last 5 years.~~

~~The European Championship 1/10th Touring Car Sedan Bodies SPORT Class will be open to: All drivers who want to attend race except drivers who have ranked in the first twenty five (25) places of any of the preceding two (2) European Championship 1/10th Touring Car Sedan Bodies IC PRO class (old EC-A) and to any driver who has taken part yet in an EFRA IFMAR Championship (EC WC) A main final in any class in last 5 years. For both classes:~~

~~The winner of the European Championship SPORT class cannot participate in SPORT Class for next 5 years additionally with the other restrictions.~~

~~e) European Championship GT8 IC.~~

~~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 could 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.~~

Remarks

Remove PRO & SPORT class and keep just 1 class for 1/8th and 1/10th 200mm class. After so many attempts, we decided to definitely remove SPORT class and to concentrate our efforts just in one race with all drivers together. EFRA GP SERIES only will be held if tracks, NATIONAL FEDERATIONS and drivers are interested to do it.

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

2.2.

Free practice for an EC PRO Class is only allowed from the Wednesday preceding the Race. For EC SPORT Class, Free Practice is allowed from Monday preceding the race. For the rest of EC???'s (EC+40 and EC GT8) track will be open from Monday. It will not be allowed for all competitors in the event to practice for 10 days before this Monday (see also Gen. 8.1.) For 1/8th and 1/10th due to PRO Class & SPORT Class held at the same event: Pit lane refuelling may be forbidden during free practice at an EC if it is necessary to facilitate a quicker turn-around of drivers (every five minutes).

Proposal

Free practice for an EC track **must** be open from Monday. It will not be allowed for all competitors in the event to practice for 10 days before this Monday (see also Gen. 8.1.)

Remarks

Remove SPORT & PRO CLASS and clarification about track will open from Monday.

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

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 & Tuesday: Free or Controlled Practice for SPORT Class. For rest of EC's free or Controlled practice.

Wednesday: Free or Controlled Practice for SPORT Class and PRO Class.

Wednesday & Thursday: technical inspection

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 Tuesday: Free or Controlled Practice for SPORT Class. For rest of EC's free or Controlled practice.~~

Wednesday: Free or Controlled Practice ~~for SPORT Class and PRO Class.~~

Wednesday & Thursday.....

Remarks

Adapt rule after removing SPORT & PRO CLASS

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

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.

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 (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 (11 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

Introduce LAST CHANCE final into EUROPEAN CHAMPIONSHIPS.

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

4.2.

STARTING PROCEDURE OF HEATS FOR EC'S

Starting for qualifying heats will be from the start line or pit lane, using the staggered start system (one by one). In each Round, the order of starting Heats will be as follows :

Round 1-- 1,2,3,4,5,6,7,8,9,10

Round 2-- 4,5,6,7,8,9,10,1,2,3

Round 3-- 7,8,9,10,1,2,3,4,5,6

Round 4-- 10,9,8,7,6,5,4,3,2,1

Round 5-- 6,5,4,3,2,1,10,9,8,7

Proposal

STARTING PROCEDURE OF HEATS FOR EC'S

Starting of the qualifying will be in flying start. Since the first car passing the antenna, everyone else will have the time of twice the fastest lap to cross it, which will be indicated by the race director at the team manager meeting.

Remarks

The staggered start is not used in practically any country in Europe. It is complex and leads to confusion and sanctions

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

4.2.

STARTING PROCEDURE OF HEATS FOR EC'S

Starting for qualifying heats will be from the start line or pit lane, using the staggered start system (one by one). In each Round, the order of starting Heats will be as follows :

Round 1-- 1,2,3,4,5,6,7,8,9,10

Round 2-- 4,5,6,7,8,9,10,1,2,3

Round 3-- 7,8,9,10,1,2,3,4,5,6

Round 4-- 10,9,8,7,6,5,4,3,2,1

Round 5-- 6,5,4,3,2,1,10,9,8,7

Proposal

STARTING PROCEDURE OF HEATS FOR EC'S

The start for the qualifying heats will be launched (Off-Road type), from the start of the computer each driver will have his own time when he will pass on the transponder.

Remarks

The flying start mode is proposed in order to streamline the starting procedures and reduce downtime during qualifying and avoid confusion under the stage

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

4.7.

STARTING FOR SUB-FINALS AND FINAL

Starting for Sub Finals and Main Final will be on Le Mans type grid, with the faster Qualifier starting in front of the slower.

Finals, Le Mans start grid:

-1 There must be a minimum 3 min. gap between the end of one final and the start of the next final. Also a minimum of 2 minutes must be allowed between the issuing of the transmitters and the start of the final. For the main final the warm up time will be 5 minutes in any case

-2 An audible warning

Proposal

STARTING FOR SUB-FINALS AND FINAL

Starting for Sub Finals and Main Final will be on Le Mans type grid, with the faster Qualifier starting in front of the slower.

Finals, Le Mans start grid:

-1 There must be a minimum ~~3~~ 5 min. gap between the end of one final and the start of the next final. Also a minimum of 2 minutes must be allowed between the issuing of the transmitters and the start of the final. ~~For the main final the warm up time will be 5 minutes in any case~~

-2 An audible warning

Remarks

During the EFRA meetings, we realised, with the current engines, that 3 minutes between track open and the call of 30 seconds to go to the pits is not enough. Minimum 5 minutes is the right way to go.

Proposed by: EFRA, Garcia Collado Javier

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

5.1.1.

SPECIFICATIONS FOR CONTROL TIRE

Definition of Control Tire: 1 set (front and rear), 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear.

A Control tire is mandatory for: Controlled time practice (which are used for seeding), Qualifying, Sub-finals and final. Price will be fixed for all EFRA season and will be revised in each AGM:

Price for 2021 1/8th: 20 EUR per set

Price for 2021 1/10th 200mm: 12 EUR per set

Diameters for 1/8th: 69.0mm front and 76.0mm rear

Diameters for 1/8th electric stock: 64mm front and 70mm rear - tire trueing in the pit shall be allowed as there exist many different split options between the brands.

Shore hardness for 1/8th: 32 front and 35 rear (final number of shore after consultation with the organiser).

Diameters for 1/10th: 62mm front, 64mm rear

The mandatory quantity of tires shall be fixed by considering different tire wear of the different classes. 1/8th electric stock class needs less tires.

PROCEDURE FOR CONTROL TIRE (specific rules for drivers): - Only EFRA chosen supplier controlled tyres can be used (Hand-outs)

- Reused tires will be allowed.

- Mandatory sets for official race: 8 (eight) sets. With registration drivers must order the number of tires for free practice they want to get, so the Official Tire Supplier can provide enough tires for whole event.

- When drivers arrive at the track, they will have their Official sets (ordered in entry fee) ready in a specific box in race control. Sets ordered for free practice will be ready to collect in the Official Tire Supplier area. For Official sets of tyres (8 sets) drivers will get tickets to be exchanged in Controlled Area

- Drivers have to pay for sets that they ordered (free practice and official sets) directly at the track to the Official Tire Supplier.

- If the hand out tires have any visible defects (bad gluing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the race start by race control. Production tolerance (including shore hardness) will not be considered as a defect. Tyres must be used as they are supplied and will be given out and fitted in the controlled area. (No modifications to the rims, except the hole for the axle, no shore meters can be used to select tyres)

- During their race time, drivers can use tires from their box in the controlled area. After finishing their race time, drivers must leave their tires in their box and leave the pit area without tires. If any tire leaves the pit, it cannot be used in the Official race anymore.

- When drivers finish their participation in the event, they can collect their used or unused tires from the controlled area and keep them

- For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of the controlled timed practice, drivers have to use the Hand-out tires.

- In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

PROCEDURE FOR CONTROL TIRE (specific for manufactures/brands)

- Only EFRA registered manufacturers/brands allowed to be Official Tire Supplier.

They must be registered at the Official Tire Supplier list before 31st of January.

- Requirements to be Official Tire Supplier for EFRA events:

1. All manufactures/brands must be Associated Member in EFRA.

2. They must have enough capacity to provide necessary amount of tires for EFRA events. The Official tyre suppliers have to provide a minimum sets as follow: Mandatory tyres for Official race + Tyres booked for drivers for free practice + Tyres needed for finals + Margin to cover additional demands no less than 30%

3. Official Tire Supplier has to be completely in charge of tire distribution of tires. This means: provide tires directly at the track, take care of all regarding payments (they will accept cash and recommended credit card payments), handling Official tires together with organiser (except controlled area), prepare ticket system and, in general, all minor things needed for the Control Tire system

4. Manufactures

Proposal

SPECIFICATIONS FOR CONTROL TIRE

Definition of Control Tire: 1 set (front and rear), 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear.

A Control tire is mandatory for: Controlled time practice (which are used for seeding), Qualifying, Sub-finals and final. Price will be fixed for all EFRA season and will be revised in each AGM:

Price will be set in agreement with EFRA and Manufacturer for the current season.

Diameters for 1/8th: 69.0mm front and 76.0mm rear

Diameters for 1/8th electric stock: 64mm front and 70mm rear - tire trueing in the pit shall be allowed as there exist many different split options between the brands.

Shore hardness for 1/8th: 32 front and 35 rear (final number of shore after consultation with the organiser)

Diameters for 1/10th: 62mm front, 64mm rear

Shore hardness for 1/10th: 37 front and 40 rear (final number of shore after consultation with the organiser)

PROCEDURE FOR CONTROL TIRE (specific rules for drivers): - Only EFRA chosen supplier controlled tyres can be used (Hand-outs)

- Reused tires will be allowed.

- Mandatory sets for official race: 8 (eight) sets. For EFRA GP's minimum sets will be fixed by Section Chairman.

Specific for 1/8th electric class: As the class needs less tires, mandatory quantity of tires shall be fixed by considering different tire wear.

-When drivers arrive at the track, regarding Official sets of tyres (8 sets) drivers will get tickets to be exchanged in Controlled Area

- Drivers have to pay Official Sets directly at the track to the Official Tire Supplier.

-If the hand out tires have any visible defects (bad gluing, visible damage to tyre or rim)the effected tyre(s) can be exchanged before the race start by race control. Production tolerance (including shore hardness) will not be considered as a defect. Tyres must be used as they are supplied and will be given out and fitted in the controlled area. (No modifications to the rims, except the hole for the axle, no shore meters can be used to select tyres)

-During their race time, drivers can use tires from their box in the controlled area. After finishing their race time, drivers must leave their tires in their box and leave the pit area without tires. If any tire leaves the pit, it cannot be used in the Official race anymore.

-When drivers finish their participation in the event, they can collect their used or unused tires from the controlled area and keep them

.-For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of the controlled timed practice, drivers have to use the Hand-out tires.

-In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

PROCEDURE FOR CONTROL TIRE (specific for manufactures/brands)

:- Only EFRA registered manufacturers/brands allowed to be Official Tire Supplier.

They must be registered at the Official Tire Supplier list before 31st of January.

-Requirements to be Official Tire Supplier for EFRA events:

1. All manufactures/brands must be Associated Member in EFRA.

2. They must have enough capacity to provide necessary amount of tires for EFRA events. The Official tyre suppliers have to provide a minimum sets as follow: Mandatory tyres for Official race + Tyres booked for drivers for free practice + Tyres needed for finals + Margin to cover additional demands no less than 30%

3. Official Tire Supplier has to be completely in charge of tire distribution of tires. This means: provide tires directly at the track, take care of all regarding payments (they will accept cash and recommended credit card / Paypal payments), handling Official tires together with organiser (except controlled area), prepare ticket system and, in general, all minor things needed for the Control Tire system

4. Manufactures.....

Remarks

Adapt rules to the next season and update some information missing in current year.

Proposed by: EFRA, Garcia Collado Javier

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

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~~ 2300 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.

Remarks

Proposal to reduce the weight in 1/8th. All cars currently are underweight. With this proposal we want to adapt 1/8th into a current market. If the rule pass, as it's a technical rule, we have to decide if we put in place for 2023 or 2024

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

6.11.

Specific body attributes:

- a) Group C: Cars eligible for this class are those that have been used under "Group C" rules in the FISA Sportscar World Championship.
- b) GT1/GT2-Cars: Cars eligible for this class are those that are or have been racing in FIA GT Class. This can be either GT1 or GT2 cars like McLaren F1, Porsche 968 GT1, Ferrari F40, Marcos etc. The cut-out of the body at the rear is free after the rear axle, but rear lights must be fitted if the original is equipped with these.
- c) GT-P cars, eligible for this class are those that are or have been racing in the FIA "GT-P" class (see Le Mans 1999), or the Petit Lemans Series in America.
- d) Proto type CAN-AM cars: eligible for this class are those that are of have been racing in any official championship.

Homologation procedure: For all types of cars, the body shape behind the rear axle is not subject to control. The outer edge of the wheels must be covered at the centre of the axles viewed from the top. All bodies must be homologated by EFRA. The homologation number of the body must to be visible, during the painting it will be possible to maintain transparent or semi-transparent the EFRA number.

Proposal

6.11. Specific body attributes:

- a) Group C: Cars eligible for this class are those that have been used under "Group C" rules in the FISA Sportscar World Championship.
- b) GT1/GT2-Cars: Cars eligible for this class are those that are or have been racing in FIA GT Class. This can be either GT1 or GT2 cars like McLaren F1, Porsche 968 GT1, Ferrari F40, Marcos etc. The cut-out of the body at the rear is free after the rear axle, but rear lights must be fitted if the original is equipped with these.
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- d) Proto type CAN-AM cars: eligible for this class are those that are of have been racing in any official championship.

Homologation procedure: For all types of cars, the body shape behind the rear axle is not subject to control. The outer edge of the wheels must be covered at the centre of the axles viewed from the top. All bodies must be homologated by EFRA. The homologation number of the body must to be visible, during the painting it will be possible to maintain transparent or semi-transparent the EFRA number.

Minimum weight of the body:145 grams. The body must be ready to race, which means, painted with gurney trip, stiffness, 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.

Remarks

Set up minimum weight of the 1/8th bodies.

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: o Not Seconded

**The proposal: Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended**

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.

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, 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.

Remarks

Set up minimum weight of bodies for 1/10th class

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: Not Seconded

**The proposal: Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended**

Current Rule

7.12.

Wings and spoilers:

-One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). -Wing and spoiler must be made from a flexible material.

-Wing and spoiler may not be fixed to body with piano wire (they must be mounted directly to the body).

-Wing and spoiler must not protrude outside the maximum height and width of the body (incl. the side dams).

-Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10 mm at the furthest point, measured from the most rear point of the body.

Side dams may be fitted but must be a reasonable representation of those fitted to the original car, fit in a rectangle with the measurements defined, and must not project above the height of the roofline.

-The height of the wing may be adjusted but the wing, including side dams must not extend higher than the roofline.

-Wings (excluding side dams) are to be of single moulded construction (no flat packs/bend your own).

- No stickers to be allowed to be stuck on top of bodyshell.

Proposal

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-One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). -Wing and spoiler must be made from a flexible material.

-Wing and spoiler may not be fixed to body with piano wire (they must be mounted directly to the body).

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not exceed 10 mm at the furthest point, measured from the most rear point of the body.
Side dams may be fitted but must be a reasonable representation of those fitted to the original car, fit in a rectangle with the measurements defined, and must not project above the height of the roofline.
-The height of the wing may be adjusted but the wing, including side dams must not extend higher than the roofline.
-Wings (excluding side dams) are to be of single moulded construction (no flat packs/bend your own).
- Any sticker or graphics will not be allowed on any part of the roof, independent of size and/or position.

Remarks

Clarification about sticker on the roof for 1/10th IC cars

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: Not Seconded

**The proposal: Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended**

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 .

At least a body with a separate wing like in touring cars . Height of wing max . 10mm higher as rooftop .

Measurement taken with chassis plate on the ground. The roof cannot be designed in such a way that ribs or vins are used to manipulate the height. The measurement of the height of the car is done on the highest point of the rooftop, excluding any air intake scoops, ridges or any other extension from the actual true rooftop. Maximum width body 317mm . Wing compared to body and wing overhang, same as sedan 1/10th class, max 20mm . Wing can be unpainted/clear .

Wing width max 310 mm, including side plates, but never wider as the rear of the body . Wing chord max 80 mm . Wing endplates maximum 40 x 80mm .

The body must be mounted to the sprung mass of the car at front and rear. No mounting on the suspension uprights allowed.

The body must have visible windows.....

Proposal

Body Rules

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

At least a body with a separate wing like in touring cars . Height of wing max . 10mm higher as rooftop .

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Wing width max 310 mm, including side plates, but never wider as the rear of the body . Wing chord max 80 mm . Wing endplates maximum 40 x 80mm .

The body must be mounted to the sprung mass of the car at front and rear. No mounting on the suspension uprights allowed.

Minimum weight of the body: 270 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.

The body must have visible windows,.....

Remarks

Set up minimum weight for GT cars

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: Not Seconded

**The proposal: Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended**

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 ASSOCIATE MEMBER . The commercial part of the controlled tyre is an agreement between organizer and manufacturer. EFRA has to be informed of the price of set of tyre and EFRA has the right to impose a fix price for a set of tyres. Once chosen for an event the same manufacturer is not allowed to supply tyres for the next EFRA GT event .

Tyres for front and rear are the same dimensions . The tyres must be made of rubber, no foam tyres. An insert is allowed . Tyres must be limited per driver for practice and race with only 1 extra set for the main final. Tyres must therefore be impounded, 1 box per driver. Holes in the rubber tyres are allowed, so as the rim . Will be better for temperature. No additives on the tyres allowed under any circumstances .

Tyres width, max 45mm

Rim measurement, spoke design, see picture . No dish like rims .

Rim Off set positive, +/- 7 mm because the use of controlled tyres .

The rims must have a minimum 75mm and maximum 85mm diameter.

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 .

Number of tyres for an EFRA event must be specified and will depend on track layout and tyre wear.

I.E. 1 set for Practice, 2 sets for Qualifying+super-pole, 1 set extra for subfinals, 1 set extra for main final. All used tyres available for substitution. Tyres will be marked with the drivers registration number.

Proposal

Tyre Specifications

Controlled tyres for all EFRA events for GT class which means 1 brand. The official tyre supplier must be EFRA ASSOCIATE MEMBER. **Procedure about selection of manufacturer and how to manage tires on the track must be according to the rule 5.1.1. Appendix 1 PROCEDURE FOR CONTROL TIRE.** EFRA has to be informed of the price of set of tyre and EFRA has the right to impose a fix price for a set of tyres. Once chosen for an event the same manufacturer is not allowed to supply tyres for the next EFRA GT event .

Tyres for front and rear are the same dimensions. The tyres must be made of rubber, no foam tyres. An insert is allowed . Tyres must be limited per driver for practice and race with only 1 extra set for the main final Tyres must therefore be impounded, 1 box per driver. Holes in the rubber tyres are allowed, so as the rim Will be better for temperature. No additives on the tyres allowed under any circumstances .

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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 .

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 (excluding free practice)**

All used tyres available for **re-use**.

Remarks

GT IC will follow same procedure as rest of IC on road sections. And, EFRA wants to choose tires for GT with aim of a maximum 3 sets for the whole Official EVENT.

Proposed by: EFRA, Garcia Javier

Proposal Status:

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

10. ELECTION OF SECTION CHAIRMAN.

Up For Election: 1/8th Section Chairman.

Candidates:

Alessandro Pafundi (AMSCI)

Marcus May (DMC)

If the proposal to split the Class is accepted: For GT Class Daniel Jones (EFRA)

11. ANY OTHER BUSINESS.

12. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at: