



EFRA ANNUAL SECTION MEETING

1st-3th of November 2024

Van der Valk Hotel, Brussels, Belgium

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

SATURDAY 2^h of November 2024.

1. CHAIRMAN'S WELCOME

Mr Daniel Jones

The Chairman opened the meeting at 13:30

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Ireland, Finland

COUNTRY	PRESENT	2024 SUBSCR	EC 1/8	EC 1/10	EC GT8	EC GT8 EL	EC +40 1/8th	EC +40 1/10th	WC GT8	WC 1/8th
AUSTRIA	N									
BELGIUM	Y	Y		4						
BULGARIA	N									
CROATIA	Y	Y			2	8				
CZECH REP.	N									
DENMARK	Y	Y	3	3			3	3		
ESTONIA	N									
FINLAND	N	Y	2	1			4	1		3
FRANCE	Y	Y	8	10	3	10	10	10	3	
GERMANY	Y	Y	5	8	5	12	2	2	1	1
GREAT BRITAIN	Y	Y	35	5		3	3	3		2
GREECE	N									
HUNGARY	N									
IRELAND	N	Y	4		5					
ITALY	Y	Y	8	5	10	10	15	10	5/5	6
LUXEMBOURG	N									
MONACO	Y	Y	1				4			1
NETHERLANDS	Y	Y	10	15			3	3		2
NORWAY	Y	Y		4						1
POLAND	N									
PORTUGAL	Y	Y	1							2
ROMANIA	N									
SLOVAK REP.	N									
SLOVENIA	N									
SPAIN	Y	Y	5		5	3	4	2	3	3
SWEDEN	N	Y	2							
SWITZERLAND	Y	Y	2	2			10	10		2
TURKEY	Y	Y		7				3		
UKRAINE	N									
TOTAL	14									

Allocations can be changed till January 21th 2025.

Other persons present: Daniele Ielasi

3. MINUTES OF 2023 SECTION MEETING

AGM November 2023:

Matters arising from the minutes: None

The minutes were accepted as written at the AGM 2023.

The following person was elected to check the minutes of this year: Javier Garcia, AECAR

4. CORRESPONDENCE RECEIVED

No correspondence of particular note was received.

5. CHAIRMAN'S REPORT

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

4x EC's and 1x WC held this year which were well attended and saw an increase in drivers for all 4 of the EC's.

1/10 – Thionville (59 Drivers) Increased over 2023

1/8 – Locorotondo (85 Drivers) Increased over 2023

40+ - Bourg en Bresse (58 1/8 Drivers 38 1/10 Drivers) Increased over 2023

GT8 & GT8e – Giardini Naxos, Sicily (72 Nitro/33 Electric Drivers) Increased over 2023

1/10 WC – Hugué RC, Bangkok, Thailand (14 Entries from EFRA Bloc)

Whilst there were a few issues to overcome at the events, all of the events were well organised and some great racing was seen.

Thank you to the tyre suppliers for their support during the events as Official Tyre Suppliers. It must be said that the quality of the tyres this year overall have seen an improvement in both consistency and reliability. This is obviously very important to continue this into future years and I thank the tyre manufacturers for their commitment.

As we move into the proposals of this year's AGM I would like to highlight that many of the proposals this year will generate some emotive discussion as some of the proposals are high impact and will be a big potential change in how our venues are selected and events organised. I hope that we can have some constructive discussions on these and look at how we will move forwards into the future.

A huge thank you to all the organisers, officials, manufacturers and suppliers who without their hard work and dedication we would not be able to run these events for the drivers to enjoy. Congratulations to the winners of the EC's this year and I'm already looking forward to an even more exciting and successful 2025 season.

I also welcome Vito into his new role as Vice-Chairman for the IC On road Section and I very much look forward to working with him going forwards. We are a very large section with 3 very different classes and so the additional help and support of Vito will be most welcome!

So in closing I am excited for the future and I am sure that together we will continue our recent growth path and continue to improve our sport at the prestigious European Championship level.

6. EC AND GP'S 2025/26

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
2026		EC40+	Spain	Girona
2026		EC	France	Bourg en Bresse
2026		EC	Italy	Leno
2027		WC	Portugal	Vila Real
2027		WC	Spain	Autet Valencia

Final Race calendar for 1/8th IC Track 2025

Year/Date	Status	Country	Venue
13 - 16 Aug 2025	EC	Great Britain	Halifax
03 – 06 Sept 2025	EC 40+	Italy	Gubbio
27 Nov-7 Dec 2025	WC	Chili	Cach

Future Race calendar for 1/8th Track 2026

Year/Date	Status	Country	Venue
2026	EC	France	Bourg en Bresse
2026	EC 40+	Spain	Girona

Applications for GT8

Year/Date	Alt. Date	Status	Country	Venue
2026		EC	Portugal	Vila Real
2026		EC	Netherlands	Groningen
2027		WC	Italy	Gubbio

Final Race calendar for GT8 2025

Year/Date	Status	Country	Venue
18 – 21 June 2025	EC GT/ GTe	Germany	Leipzig
14-20 Sept 2025	WC	Chili	Cach

Future Race calendar for GT8 2026

Year/Date	Status	Country	Venue
2026	EC GT	Portugal	Vila Real

Applications for 1/10 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2026		EC 40+	Spain	Girona
2026		WC	Italy	Gubbio
2026		WC	France	Bourg en Bresse

Final Race calendar for 1/10th IC Track 2025

Year/Date	Status	Country	Venue
25 – 28 June 2025	EC 1/10	Netherlands	Apeldoorn
03 – 06 Sept 2025	EC40+	Italy	Gubbio

Future Race calendar for 1/10th IC Track 2026

Year/Date	Status	Country	Venue
2026	EC 40+	Spain	Girona
2026	WC	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.

Delete the rule

1.5.

Applications for all EC's must be done in writing by using the applications forms to be presented at the annual AGM section meeting

Remarks

Duplication of the general rule . Not needed within the section .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Spain

The proposal: Passed Unanimously

Current Rule

2.1.

European Championships are held in following classes:

a) European Championship 1/8th IC. European Championship 1/10th Touring Car Sedan bodies. 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 (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) European Championship GT 8 E and 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) 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. European Championship 1/10th Touring Car Sedan bodies. 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 (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) European Championship GT 8 E and 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) 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

Not relevant to the races which have run the past years

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Belgium

The proposal: Passed with 10 for, 3 against and 1 abstentions.

Current Rule

2.1.

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) 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. **Drivers who ranked within the top 20 positions of the respective category EC of the previous year is not permitted to participate in the 40+ EC.**

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

To prevent the top drivers from participating in the 40+ and allow the non-pro drivers to have a chance at winning a European Championship.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Netherlands

Amended

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. **Drivers who ranked within the A main finalists of age 40+ of the respective category EC of the previous year is not permitted to participate in the 40+ EC.**

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.

Amended Proposal Status:

Seconded by: Spain

The amended proposal: o Passed with 13 for and 1 abstentions.

Current Rule

2.1.

European Championships are held in following classes:

.....

b) European Championship GT 8 E and 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) 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:

.....

b) European Championship GT 8 E and IC. **There will be a 40+ category awarded during the same event. Eligibility will be the same as c) below.**

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) 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

Add 40+ category to the GT8 EC.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Croatia

The proposal: Passed Unanimously

Current Rule

2.2.

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.) For 1/8th and 1/10th 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

Unofficial Free practice for an EC track **can** 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.) **This unofficial practice is under the discretion of the event organiser however it is recommended that these practice days are initially open track (no groups) but if deemed necessary it is possible for the practice to revert to groups.**

Remarks

To clarify this is unofficial practice under the discretion of the organisers.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed with 12 for and 2 abstentions.

Delete the rule

2.3.

Free practice for Grand Prix events must be allowed at least from Friday preceding the event (see Gen . 8 . 2 .) .

Remarks

GPs have been removed and so this rule is no longer relevant

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Spain

The proposal: Passed Unanimously

Delete the rule

2.4.2.

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 :

-Q3 : first 5 drivers in Control Timed Practice will be classified directly in the last round according to the ranking .

-Q2 : thirty percent of drivers (30%) after Control Timed practice minus drivers directly classified in Q3 (first 5) will be classified directly in Q2 . In case of 30% of drivers result a non-integer number , the lowest integer number will be taken (i . e . 12 . 5 will result 12 drivers) .

Q1 : Seventy percent remaining (70%) of drivers after Control Time practice will race first round of qualification .

In case of 70% of drivers result a non-integer number , the highest integer number will be taken (i . e . 50 . 5 will result 51 drivers) .

Qualification procedure will start with procedure as follow :

-Q1 : 3 rounds of 10 minutes in flying start system (see 9 . 2 . b General rules) . The best 3 consecutive laps in the 3 rounds combined will be used to establish the qualifying result in Q1 . The best 12 drivers in the ranking after 3 rounds will bump up to the Q2 . Drivers directly classified for Q3 will have a 10 minutes free practice between Q1 and Q2 .

-Q2 : Ranking list of Q2 will be based according to the best 3 consecutive laps for drivers who classified directly to the Q2 and drivers who bump up for Q1 (all together) . For Q2 , 2 rounds of 10 minutes in flying start system (see

9 . 2 . b General rules) . The best 3 consecutive laps in the 2 rounds combined will be used to establish the qualifying result in Q2 . The best 7 drivers in the ranking after 2 rounds will bump up to the Q3 .
-Q3 : Ranking list of Q3 will be based according to the best 3 consecutive laps from positions 1 to 12 . For Q3 , only 1 round of 10 minutes in flying start system (see 9 . 2 . b General Rules) . The best 3 consecutive laps in the round combined will be used to establish the qualifying result in Q3 . The best 3 drivers will bump up directly to the Main Final .

The final ranking for subfinals will be based according to the results of Q3 , Q2 and Q1 . These results will not be combined which means that results of different rounds of qualification will be used to arrange subfinals (i . e . position 4 in Q3 will be 1st in semi A , position 5 in Q3 will be 1st in Semi B and so on . . .) . Length and number of rounds can be adjusted according to the number of entries if needed in agreement with EFRA Official present at the event . If two (or more) competitors achieve an equal time in best 3 consecutive laps , the driver with single best lap of the three laps counted will solve the tie . In the event of continuing tie , then the second-best lap will count to solve the tie and so on . Rain procedure : Only rounds run under same conditions will count . Same conditions means : no differences in average lap time by more than 20% . The Race Director together with the referees will make the final decision . For any other procedure under rain conditions will follow rule 4 . 5 appendix 1 .

Remarks

the EFRA GP have been cancelled

Proposed by: AMSCI, Geraci Vito

Proposal Status:
Secoded by: Portugal

The proposal: Passed Unanimously

Current Rule

2.5.

Time Schedule

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:

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, (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, L.C.Q., final.

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. For EFRA European Championship, the race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from last year. The heats shall contain a maximum of 12 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice heat will be of 4 minutes duration.

The ranking from controlled timed practice will be used to make the heats for the qualification heats.

The schedule of all practice heats including each practice heat starting time will be carried out by the organisation of the event and it should be given to the Team Managers (only in EC) & published for general knowledge.

Proposal

Time Schedule

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 - Refer to rule 2.2 above. Wednesday: Controlled practice in groups. 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, lower **finals**

Saturday: **remaining lower finals**; Practice **4** direct Qualifiers, 1/2 final, **Last Chance**, **Main Final**.

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. For EFRA European Championship, the race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from last year. The **practice** heats shall contain a maximum of 12 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice heat will be of 4 minutes duration. The ranking from controlled timed practice will be used to make the heats for the qualification heats.

The schedule of all practice heats including each practice heat starting time will be carried out by the organisation of the event **in consultation with the EFRA representative** and it should be **published on the notice board and if possible to an online platform such as MYRCM.**

Remarks

Reference to rule 2.2 should be added to avoid confusion. Added Wednesday - Controlled Practice in groups
Amended time schedule to better reflect reality as well as provide some flexibility with final days. Added posting of time schedules to notice board and on line (where possible).

Proposed by: RCMS, Jones Daniel

**Proposal Status:
Secoded by: Spain**

**The proposal:
Amended**

Amended Proposal

Time Schedule

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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, lower **finals**

Saturday: **remaining lower finals**; Practice 4 direct Qualifiers, 1/2 final, **Last Chance, Main Final.**

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. For EFRA European Championship, the race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from last year. The **practice** heats shall contain a maximum of 12 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice heat will be of 4 minutes duration. The ranking from controlled timed practice will be used to make the heats for the qualification heats.

The schedule of all practice heats including each practice heat starting time will be carried out by the organisation of the event **in consultation with the EFRA representative** and it should be **published on the notice board and if possible to an online platform.**

**Proposal Status: Amended
Secoded by: Germany
The proposal: Passed Unanimously**

Current Rule

2.5.

Time Schedule

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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, (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, L.C.Q., final.

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. For EFRA European Championship, the race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from last year. The heats shall contain a maximum of 12 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice heat will be of 4 minutes duration.

The ranking from controlled timed practice will be used to make the heats for the qualification heats.

The schedule of all practice heats including each practice heat starting time will be carried out by the organisation of the event and it should be given to the Team Managers (only in EC) & published for general knowledge.

Proposal

Time Schedule

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Friday: Qualifying Rounds 3 to 5, (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; **1/2 final**, Practice 2 direct Qualifiers, L.C.Q., final.

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. For EFRA European Championship, the race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from last year. The heats shall contain a maximum of 12 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice heat will be of 4 minutes duration. The ranking from controlled timed practice will be used to make the heats for the qualification heats. The schedule of all practice heats including each practice heat starting time will be carried out by the organisation of the event and it should be given to the Team Managers (only in EC) & published for general knowledge.

Remarks

testing after the semi-finals will give you more information on the track conditions

Proposed by: AMSCI, Geraci Vito

Proposal Status: WITHDRAWN

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 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), 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 the top 6 drivers of each semi-final who did not bump up 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.

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 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), 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 the top 6 drivers of each semi-final who did not bump up 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

it is not necessary checking the cars used for free practice

Proposed by: AMSCI, Geraci Vito

Proposal Status: WITHDRAWN

Current Rule

2.8.

When the Qualification has been completed, the top 3 qualifiers must do a press interview with the cars (not only with the body) in a place that the organiser must prepare on the track. This place must be equipped with a table with an EFRA MEMBERS banner and chairs for the drivers. The EFRA official media partner will have preference for the first 5 questions. When the main final has been finished, we will have the same procedure for the 3 first drivers in the final, when the result has been declared official for the race director.

Proposal

When the Qualification has been completed, the top 4 qualifiers must do a press interview with the cars (not only with the body) in a place that the organiser must prepare on the track. This place must be equipped with a table with an EFRA MEMBERS banner and chairs for the drivers. The EFRA official media partner will have preference for the first 5 questions. When the main final has been finished, we will have the same procedure for the 3 first drivers in the final, when the result has been declared official for the race director.

Remarks

because have 4 direct finalist

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Secoded by: Spain

The proposal: Passed Unanimously

Current Rule

3.15

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

Proposal

The track must have a special area cordoned off to be used for the application of the tyre control procedures , with a ONE-WAY system in place to ensure that the tyre control procedures are complied with.

Remarks

Added requirement for ONE-WAY system

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Great Britain

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 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 heats 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.). 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.

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 heats 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.).~~

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 **the semi final and main final**, 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

Removed references to seeding as duplicated from rule 2.5 (time schedule) . Removed reference to EC A/B - not relevant.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Croatia

The proposal: Passed Unanimously

Current Rule

4.3.

Qualifying for EC's.

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.

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.

Proposal

Qualifying for EC's.

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.

Qualifying, rolling start system for EC's:

1. There must be a 2 min gap between the end of one heat and before starting the 3 min warmup time of the next heat. In the 2 min gap it shall be allowed to start the engines so they can heat properly before putting them on the track.

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.

Proposed by: DASU, Andersen Anne

Proposal Status:

Seconded by: Turkey

The proposal: Passed with 13 for and 1 abstentions.

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 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.

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 10 seconds countdown the cars must be held at the starting boxes. If a car is not at the starting box at 10 seconds countdown (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. For all finals, from 10 seconds until 3 seconds prior to the start, a second by second count-down will be made in English.

5. For Le Mans Grid Starts: at 5 seconds prior to the start, the Starter will lower the starting flag and at 3 seconds the flag will be fully down. At this point, all cars must be released by the mechanics, who will all step back 1 meter.

The cars must remain in the boxes, no part of the car touching the starting line.

6. From 3 seconds; the verbal count-down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a restart, re-commencing with the count-down from 30 seconds.

7. The official start signal will be audible by means of a "hooter" (computer operated signal), operated by the Starter/Timekeeping supervisor. This signal will also start the Timing Systems.

8. Jump-starts, (i.e. any part of the car touching the starting line) will be penalised with a "STOP and GO" penalty. The time for this "STOP and GO" has to be set at the team managers meeting before the actual race starts and will have a maximum of 10 seconds. This penalty is issued by the Starting Official, Race Director or the Referee and must be announced immediately after the start. The penalty will be marked on the result-sheet. .

9. Under no circumstances will the race be stopped due to a jump-start.

10. The Starter may only interrupt the race and make a restart in the event that he considers the starting procedure or the start was not carried out correctly.

11. Delayed start:

Providing the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds) for the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out

repairs on his car. This delay can be granted only once for each semi-final and the final.
The track must be open, when 10 minutes timeout are finish, timekeeping will call for 2 minutes to start.
Any driver asking for a delay will start from the end of the grid (11th position to be painted on the track) or from the pit lane in case he is not within time at the grid.

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 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.
2. **There should be a 30 minute gap after the Last Chance Final before the start of the main final. 3. The main final only will have a 10 minute warm up period.**
4. 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.
5. From 30 seconds until 10 seconds countdown the cars must be held at the starting boxes. If a car is not at the starting box at 10 seconds countdown (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.
6. For all finals, from 10 seconds until 3 seconds prior to the start, a second by second count-down will be made in English.
7. For Le Mans Grid Starts: at 5 seconds prior to the start, the Starter will lower the starting flag and at 3 seconds the flag will be fully down. At this point, all cars must be released by the mechanics, who will all step back 1 meter.

The cars must remain in the boxes, no part of the car touching the starting line.

8. From 3 seconds; the verbal count-down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a restart, re-commencing with the count-down from 30 seconds.
9. The official start signal will be audible by means of a "hooter" (computer operated signal), operated by the Starter/Timekeeping supervisor. This signal will also start the Timing Systems.
10. Jump-starts, (i.e. any part of the car touching the starting line) will be penalised with a "STOP and GO" penalty. The time for this "STOP and GO" has to be set at the team managers meeting before the actual race starts and will have a maximum of 10 seconds. This penalty is issued by the Starting Official, Race Director or the Referee and must be announced immediately after the start. The penalty will be marked on the result-sheet. .
11. Under no circumstances will the race be stopped due to a jump-start.
12. The Starter may only interrupt the race and make a restart in the event that he considers the starting procedure or the start was not carried out correctly.

13. Delayed start:

Providing the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds) for the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi-final and the final.

The track must be open **during the delay start period**, **once the 10 minutes has expired the timekeeper** will call for 2 minutes to **the start**.

Any driver asking for a delay will start from the end of the grid (11th position to be painted on the **track 12th position in the main final**) or from the pit lane in case he is not within time at the grid.

Remarks

Added time gap between LCF and Main Final to ensure adequate preparation time for the LCF driver and the cars once released from parc ferme. Added 10 minutes warm up period for the main final only.

Proposed by: RCMS, Jones Daniel

Seconded by: Croatia

Proposal Status: Amended

Amended 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 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.
2. **There should be a 30 minute gap after the Last Chance Final before the start of the main final. 3. The main final only will have a 10 minute warm up period.**
4. 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.
5. From 30 seconds until 10 seconds countdown the cars must be held at the starting boxes. If a car is not at the starting box at 10 seconds countdown (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.

6. For all finals, from 10 seconds until 3 seconds prior to the start, a second by second count-down will be made in English.

7. For Le Mans Grid Starts: at 5 seconds prior to the start, the Starter will lower the starting flag and at 3 seconds the flag will be fully down. At this point, all cars must be released by the mechanics, who will all step back 1 meter.

The cars must remain in the boxes, no part of the car touching the starting line.

8. From 3 seconds; the verbal count-down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a restart, re-commencing with the count-down from 30 seconds.

9. The official start signal will be audible by means of a "hooter" (computer operated signal), operated by the Starter/Timekeeping supervisor. This signal will also start the Timing Systems.

10. Jump-starts, (i.e. any part of the car touching the starting line) will be penalised with a "STOP and GO" penalty. The time for this "STOP and GO" has to be set at the team managers meeting before the actual race starts and will have a maximum of 10 seconds. This penalty is issued by the Starting Official, Race Director or the Referee and must be announced immediately after the start. The penalty will be marked on the result-sheet. .

11. Under no circumstances will the race be stopped due to a jump-start.

12. The Starter may only interrupt the race and make a restart in the event that he considers the starting procedure or the start was not carried out correctly.

13. Delayed start:

Providing the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds) for the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi-final and the final.

The track must be **closed during the delay start period, once the 10 minutes has expired the timekeeper will call for 5 minutes to the start. Only the driver who has called for the technical timeout can work on the car, all other cars must be placed into parc ferme conditions with the bodyshell remaining in place on the car. Disregard of the parc ferme will result in the driver receiving a stop and go penalty to be taken within 3 racing laps from the start. The parc ferme period ends once the timekeeper calls the end of the 10 minute period.**

The driver asking for a delay will start from the end of the grid (11th position to be painted on the **track 12th position in the main final**) or from the pit lane in case he is not within time at the grid.

Seconded by: Great Britain

The proposal: Passed Unanimously

Current Rule

4.7.

STARTING FOR SUB-FINALS AND FINAL

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11. Delayed start:

Providing the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds) for the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi-final and the final.

The track must be open, when 10 minutes timeout are finish, timekeeping will call for 2 minutes to start.

Any driver asking for a delay will start from the end of the grid (11th position to be painted on the track) or from the pit lane in case he is not within time at the grid.

Proposal

STARTING FOR SUB-FINALS AND FINAL

.....

11. Delayed start:

Providing the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds) for the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi-final and the final.

The track must be open, when 10 minutes timeout are finish, timekeeping will call for 2 minutes to start.

Any driver asking for a delay will start from the end of the grid (11th position to be painted on the track) or from the pit lane in case he is not within time at the grid.

12 . In order 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 time keeper calls 30 seconds. Mechanics must NOT walk across the track! The drivers will drive the cars to the grid position slowly to meet the mechanic. Refueling must be done with the car away from the racing surface.

Remarks

Added a formation lap onto the grip positions to prevent engines overheating while being carried over to the grid position by the mechanics.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: France

The proposal: Passed with 7 for, 6 against and 1 abstentions.

Current Rule

4.8.

RAIN PROCEDURE Sub-Finals:

In case of different weather conditions during Sub-Finals, the final classification will be as follows: Place 4 of Sub-Final A and Place 4 of Sub-Final B will both be awarded place 11th equal in the general classification.

Place 5 of Sub-Final A and place 5 of Sub-Final B will both be awarded place 13th equal in the general classification and so on.

WET CAR: When a race director declares the race to be wet, a second car can be used as a rain car. This car cannot be used (shared) by another driver/s in the same event. The rain car has to be scrutinised and be visibly marked as a rain car (different colour or different sticker/marks) in due time before it is used. One rain car cannot be marked for several drivers. Multiple marking of the chassis is not allowed. Removing of existing marks to mark the chassis for another driver is not allowed and will be seen as violation of existing regulations. This rain car can only be used in wet conditions and not in dry conditions. This car cannot be used when the heat or final has already started. Once you start (in time) with a rain car you must finish with this rain car.

Proposal

RAIN PROCEDURE Sub-Finals:

In case of different weather conditions during Sub-Finals, the final classification will be as follows: Place 4 of Sub-Final A and Place 4 of Sub-Final B will both be awarded place 11th equal in the general classification.

Place 5 of Sub-Final A and place 5 of Sub-Final B will both be awarded place 13th equal in the general classification and so on.

WET CAR: When a race director declares the race to be wet, a second **unmarked** car can be used as a rain car. This car cannot be used (shared) by another driver/s in the same event. Multiple marking of the chassis is not allowed. This rain car can only be used in wet conditions and not in dry conditions. This car cannot be used when the heat or final has already started. Once you start (in time) with a rain car you must finish **the heat/final** with this rain car. **The rain car will also be scrutinized by the technical inspection team in the same way the marked dry car would be.**

Remarks

Amended for clarity that only one car can be marked (dry car) and the rain car cannot be marked. Added clarification on the technical inspection is the same between dry/wet car.

Proposed by: RCMS, Jones Daniel

Proposal Status: Amended

Seconded by: Croatia

Amended Proposal

RAIN PROCEDURE Sub-Finals:

In case of different weather conditions during Sub-Finals, the final classification will be as follows: Place 4 of Sub-Final A and Place 4 of Sub-Final B will both be awarded place 11th equal in the general classification.

Place 5 of Sub-Final A and place 5 of Sub-Final B will both be awarded place 13th equal in the general classification and so on.

WET CAR: When a race director declares the race to be wet, a second **marked (to distinguish between the dry/wet car)** car can be used as a rain car. This car cannot be used (shared) by another driver/s in the same event. Multiple marking of the chassis is not allowed. This rain car can only be used in wet conditions and not in dry conditions. This car cannot be used when the heat or final has already started. Once you start (in time) with a rain car you must finish **the heat/final** with this rain car. **The rain car will also be scrutinized by the technical inspection team in the same way the marked dry car would be.**

Amendment Seconded by: Croatia

The proposal: Passed Unanimously

Current Rule

5.

GENERAL TECHNICAL SPECIFICATIONS

All measurements referred in this appendix are minimum or maximum values .

All measurements for the motor dimensions to be considered with 2 digits behind the comma , all other measurements to be considered 1 digit behind the comma .

Measurements must be within their maximum or minimum values under all Circumstances .

Proposal

EFRA will convene , chair and manage a "Technical Commission" who will be responsible for all technical aspects of the rules for the classes described within this appendix . The technical team will be composed of industry experts , manufacturers and EFRA board members . The decisions taken by the technical team in relation to the construction rules of the section will be subject to general rule 6 "Technical Rule Changes" and will be embodied 12 months after the rule change is approved by the technical team . These rules changes will not be subject to AGM vote but the rationale explained during the AGM . The EFRA chairman will make the final decision with regards to the rule changes proposed by the technical team after careful consideration which may include discussions with drivers of the last EC .

Remarks

It is time to develop rules in a more rational way by using industry experts as well as manufacturers .

Proposed by: RCMS, Jones Daniel

Seconded by: Spain

Proposal Status: Passed

The proposal: Passed with 12 for, 1 against

Amended Proposal

EFRA will convene , chair and manage a "Technical Commission" who will be responsible for all technical aspects of the rules for the classes described within this appendix . The technical team will be composed of industry experts , manufacturers and EFRA board members. The commission will be tasked by the AGM section panel with tasks to evaluate for the next 12 month period. The commission will develop the technical rule change proposals and deliver a presentation at the following years AGM for consideration of the federations vote.

Seconded by: Germany

The proposal: Rejected Amendment with 5 for, 8 against and 1 abstentions.

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 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 tyres, mandatory quantity of tyres shall be fixed by considering different tire wear. 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, 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 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 must assure a good quality of tyres, which means right hardness (with minimum tolerance), balanced tyres, good quality of gluing and right hole for the axle.

5. EFRA will carry out control of TYRES during the event at discretion to assure these requirements. EFRA reserves the right to refuse selected manufacturers before the event if they cannot assure quality needed and/or EFRA has the right to ban Manufacturers as Official Tyre Supplier for a period between 1 to 5 years if they don't provided handout tyres according to the EFRA requirements. Decision from EFRA in this point is final.

- Manufacturers/Brands as Official Tire Supplier have the right to:

1. To make any promotion by themselves as EFRA Official Tire Supplier.

2. To get enough space on the track during EFRA EVENTS to handle all necessary regarding Control Tire System.

3. To put banners on the track as EFRA Official Tire Supplier with a maximum of 5 banners. If more banners on the track or another kind of advertisement, that will be in agreement with the organiser.

4. To get all benefits for EFRA Associated Members.

After 31st of January a final list with the Official Tire Suppliers will be published on the EFRA webpage. In that list, Official Tire Suppliers will get races according to a rotation list. (Rotation list means: First company in the list get first EFRA event. Then, this company goes back to the list, the next one will get the next EFRA event, and then go back to the list, and so on. Agreement between EFRA and Official Tyre Supplier is allowed.

- In the years when there is an IFMAR WC in the EFRA Bloc, all EFRA races at the WC track (Warm up, EFRA GP series...) must be done with the same tires selected for the IFMAR World Championship. Additionally, if any GP or Warm up must be done on the track at same year where EC will be held, such races will be raced with same tyres.

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. **The configuration, price and brand(s) of tyre will be decided between EFRA and the supplier and published in the Stage 1 report for each event . season.**

Default Diameters for 1/8th: 69.0mm front and 76.0mm rear **however these can be changed should track conditions require it in consultation between the organisers and EFRA**

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.

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

organiser).

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

Default Shore hardness for 1/10th: **35** front and **37** rear **however these can be changed should track conditions require it in consultation between the organisers and EFRA**

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. Specific for 1/8th electric class: As the class needs less tyres, mandatory quantity of tyres shall be fixed by considering different tire wear. **-With** registration drivers must order **and prepay** the number of tires for free practice they want to get, so the Official Tire Supplier can provide enough tires for whole event. **The method of doing so will be published in the stage 1 report. Any driver who fails to order enough practice tyres will not be guaranteed any practice tyres on the day**

-The official tyre supplier will be responsible for organising the mandatory 8 sets into bags or boxes with the drivers name

- 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 **the tyre supplier**. 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), in general, all minor things needed for the Control Tire **system to operate smoothly**

4. **Manufacturers** must assure a good quality of tyres, which means right hardness (with minimum tolerance), balanced tyres, good quality of gluing and right hole for the axle.

5. EFRA will carry out **quality** control of TYRES during the event at **its sole** discretion to assure these requirements. EFRA reserves the right to refuse selected manufacturers before the event if they cannot assure **the** quality needed and/or EFRA has the right to ban Manufacturers as Official Tyre Supplier for a period between 1 to 5 years if they don't **provide** handout tyres according to the EFRA requirements . Decision from EFRA in this point is final.

- Manufacturers/Brands as Official Tire Supplier have the right to:

1. To make any promotion by themselves as EFRA Official Tire Supplier.

2. To get enough space on the track during EFRA EVENTS to handle all necessary regarding Control Tire System.

3. To put banners on the track as EFRA Official Tire Supplier with a maximum of 5 banners. If more banners on the track or another kind of advertisement, that will be in agreement with the organiser.

4. To get all benefits for EFRA Associated Members.

After 31st of January a final list with the Official Tire Suppliers will be published on the EFRA webpage.

Remarks

Amendment to tyre price setting rules because until the calendar is published the tyre suppliers for the events are not known. Therefore the tyre price will be agreed between EFRA and the supplier and published in the STAGE 1 report. Changed diameters to "Default Diameters" because on some very high traction tracks we need the ability to reduce this diameter for racing purposes. Changed shores to "Default Shore" whilst we need a default guideline there are certain tracks that require the flexibility in choosing the shore. Added requirement to order and prepay the practice tyres - stage 1 report will state how this will be done. Remove reference to rotation list as there is no such list in existence. As the tyre supplier is a joint decision between EFRA and the organiser all efforts will be made to ensure fairness.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Turkey

The proposal: Passed Unanimously

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

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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.

For 2025 the 1/10 EC event only will be subject to TWO (2) brands of tyres only as a trial to see if this method of multiple brands of tyres will work. A decision on 2026 onwards will be made during the 2025 AGM. 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.....

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Remarks

To allow up to 2 tyre brands to be represented at events to allow drivers to have a choice and for tyre suppliers to have some competition. It is hoped that this will drive up the quality of the supplied tyres and add another dimension of competition. It is suggested that this is trialed for the 1/10 EC event in 2025 and then perhaps rolled out to the other classes should it be deemed a success.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Spain

The proposal: Rejected with 3 for, 10 against and 1 abstentions.

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 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 tyres, mandatory quantity of tyres shall be fixed by

considering different tire wear. 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, 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.

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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 tyres, mandatory quantity of tyres shall be fixed by considering different tire wear. 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, 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 **marked with the drivers number and placed into parc ferme before timed practice.** (No modifications to the rims, except the hole for the axle, no shore meters can be used to select **from the supplier however a shore meter can be used during the marking of tyres only for the purpose of the driver to arrange them into run sets**)

-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.....

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Remarks

New tyre control procedure to allow drivers to arrange their tyres into run sets and to permit the use of a shore meter for this purpose only. Marking of control tyres now formalised to ensure proper control of the tyres by the organisers and to prevent any doubt that tyres belong to a particular driver.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Belgium

The proposal: o Passed Unanimously

Current Rule

5.2.

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% for 1/8 and 16% for 1/10 of nitro methane (Cas number 75-52-5) in WEIGHT (not in volume). The specific gravity of the mixture may not be heavier than 0.859 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 EU can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gm/cc) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. 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.

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 may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% for 1/8 and 16% for 1/10 of nitro methane (Cas number 75-52-5) in WEIGHT (not in volume) . **Aromatic additives are expressly prohibited, a Spectrometer will be used to detect the use of any of these prohibited additives.** The specific gravity of the mixture may not be heavier than 0.859 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 EU can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gm/cc) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. 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.

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

To prevent the use of already illegal additives by specifying the group of compounds and the additional requirement to employ a Spectrometer to prove the use of such compounds. The penalty for the use of these compounds will result in a 5 year ban from all EFRA/IFMAR events.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Italy

The proposal: Passed Unanimously

Current Rule

5.12.

It is not allowed to use any electronic parts for Traction Control and/or braking control (ABS) which can control the power of the transmission by means of a feedback system. It is not allowed to use any form of telemetry with active transmission.

Proposal

It is not allowed to use any electronic parts for Traction Control and/or braking control (ABS) which can control the power of the transmission by means of a feedback system. It is not allowed to use any form of telemetry with active transmission. **Temperature sensor cables with display are allowed (not wifi or Bluetooth transmission)**

Remarks

Many driver's use it and it does not violate the current telemetry rules

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: Belgium

The proposal: Rejected with 4 for, 6 against and 4 abstentions.

Current Rule

9.6.

The complete car and fuel gun to be over the board for fuelling. Failing this will result in a stop and go penalty or drive through depending on the track, and discretion of Referee.

Proposal

The **Fuel gun/refueling device must not cross the pit wall line at any time**. Failing this will result in a drive through **penalty**.

Remarks

Amended to avoid confusion as witnessed at recent EC's. It is clearer to state that the fuel gun or fuel bottle (refueling device) must never cross the pit wall line. Also ratified the penalty to avoid differences in penalty application depending on referee or track combination should be a single penalty applicable at all times and at all tracks.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Monaco

The proposal: Passed Unanimously

Current Rule

10.1

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. The kick-up needs to have a minimum length of 30mm and lower suspension arms must be mounted on the kick-up. Kick-up must start at a reference point from the middle point of the gearbox (or main gear) min 100/max 230mm. Drive shafts must be used all around. All driveshaft must be made in steel (not lightweight materials like Aluminium or Titanium).

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Proposal

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

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Remarks

Remove requirement for chassis kick up. This has been requested again by the chassis manufacturers.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Portugal

The proposal: Passed with 10 for, 1 against and 3 abstentions.

Current Rule

10.4

Tyre Rules

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.

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Proposal

Tyre Rules

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 **and compound**. 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.

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Remarks

Added same compound for front and rear to simplify both technical inspection and the provision of the tyres.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Spain

The proposal: Passed with 11 for and 3 abstentions.

Current Rule

10.4

Tyre Rules

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. 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 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. 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. 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)

Proposal

Tyre Rules

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. 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 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. 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. 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)

Remarks

Removed specific WET tyre as the rule is open tyres when race declared wet.

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Croatia

The proposal: Passed Unanimously

Current Rule

10.4

Tyre Rules

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. 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 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. 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. 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)

Proposal

Tyre Rules

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. 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 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. 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. 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)

Remarks

Housekeeping removal of duplication

Proposed by: RCMS, Jones Daniel

Proposal Status:

Seconded by: Turkey

The proposal: Passed Unanimously

Current Rule

11.4.

1/8 Scale 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 4 x 1S. 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.

Proposal

1/8 Scale 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 4 x 1S. 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/LiHV 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/LiHV batteries and of a suitable construction as to contain a LiPo/LiHV fire.

The maximum charging cut-off voltage is 4.20v per cell in series (16.80v for 4S LiPo) and 4.35v per cell in series (17.40v for 4S LiHV). 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.

Remarks

Remove any reference to LiFe batteries, since these are no longer used at competition levels. LiHV is available already for some years and has been safely used in different competitions in Europe. The higher voltage helps support the high loads in 1/8 scale applications and reduces the pressure on capacity and battery damage in these classes. The higher voltage produces theoretically more power and performance, but this can't be put to anyone's advantage other than saving batteries and improve the ease of use of the class, since the cars struggle already now to put down all the power.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Secoded by: Portugal

The proposal: Rejected with 1 against and 13 abstentions.

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

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

Brushless motors with the following maximum dimensions :

Diameter : max . 44 mm

Length : max . 75 mm

Motors with and without sensor are allowed .

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

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 .

Motors should have a maximum KV rating of 2800 .

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 kick up needed .

No Chassis Kick Up is required but can be used . Chassis material can be carbon fibre or aluminium alloy . No

other materials are allowed such as titanium . 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 .

Suggestion

Discussion regarding controlling the power of the EP class . As in previous AGMs proposals have always been rejected regarding a reduction in power . It is thought that some limit to the existing power is needed to protect the electronics , tyres and the batteries from being over stressed .

Proposed by: RCMS, Jones Daniel

Proposal Status:

Secoded by: Belgium

Only Discussion – Potential project for the Technical Commission.

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

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

Brushless motors with the following maximum dimensions :

Diameter : max . 44 mm

Length : max . 75 mm

Motors with and without sensor are allowed .

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

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 .

Motors should have a maximum KV rating of 2800 .

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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 kick up needed .

No Chassis Kick Up is required but can be used . Chassis material can be carbon fibre or aluminium alloy . No other materials are allowed such as titanium . 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 .

Suggestion

Discussion about allowing HV batteries to now be charged to 4.35v per cell . Implication with increasing power/heat/stress on ESC and Motor "For batteries with nominal voltage of 7.4v the maximum charging cut-off

voltage is 4.20v per. cell in series (16.80v for 4S) for batteries. For batteries with nominal voltage of 7.6v the maximum charging cut-off voltage is 4.35v per. cell in series (17.40v for 4S) . "

Proposed by: RCMS, Jones Daniel

Proposal Status: WITHDRAWN

Current Rule

11.17.

GT ELECTRIC POWERED (GT EP)

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

.....
....

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.

.....
...

Proposal

GT ELECTRIC POWERED (GT EP)

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

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....

The maximum charging cut-off voltage is 4.35v per cell in series (17.40v for 4S HV). Organisers can check this voltage at any time during the event.

.....
...

Remarks

All new battery are HV

Proposed by: AMSCI, Geraci Vito

Proposal Status: WITHDRAWN

10. ELECTION OF SECTION CHAIRMAN.

Up for election: Section Vice - Chairman
Candidates: Vito Geraci AMSCI
Voted into place during the General Meeting. Welcome to the board Vito!

11. ANY OTHER BUSINESS.

None

12. ITEMS FOR GENERAL DISCUSSION.

None

The meeting was closed at: 18:07