



Approved rules in 2018

2.1

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

Explanation:

After test done in EC 1/10th IC 200mm in France, we implemented this idea as a rule for Official European Championship. The idea is to reinforce country drivers as a team and to promote good atmosphere between Team managers and country drivers.

7.12

Wings and spoilers: One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material. Wing and spoiler may not be fixed to body with piano wire (they must be mounted directly to the body). Wing and spoiler must not protrude outside the maximum height and width of the body (incl. the side dams). Rear wings must be mounted in the same place as was intended by the manufacturer. The overhang must not exceed 10 mm at the furthest point, measured from the most rear point of the body. Side dams may be fitted but must be a reasonable representation of those fitted do the original car, fit in a rectangle with the measurements defined, and must not project above the height of the roofline. The height of the wing may be adjusted but the wing, incl. side dams must not extend higher than the roofline. Wings (excl. side dams) are to be of single moulded construction (no flat packs/bend your own). General Qualifying format for EC's and GP's:

Explanation:

We avoid in the rule which said that rear wing must to be painted. We consider that It's not necessary because It's not a technical advantage.

11 RULES for 1/8th EP

11.1 Car must be an 8th scale electrically powered character representation of a racing car within the given dimensions. Maximum width of car is 267 mm, this excludes the body shell which has it's own dimensional rules.

1+1.2 On all cars braking must be a combination of electronic speed controller and motor (dynamic braking) only via the single speed fixed transmission to the rear wheels.

11.3 All cars must be fitted with a failsafe device, this can also be incorporated into the receiver or speed controller.

MODIFIED CLASS (4wd With Suspension)

11.4 Minimum weight to be 2500g (ready to race).

11.5 Batteries to be any commercially available hard cased Lithium Polymer up to maximum of 4s (14.8 volts). These may be installed in any configuration, 1x4s, 2x2s, 4x1s with a maximum nominal voltage of 14.80v The maximum permitted voltage of the cells when checked at anytime using the section multimeter must be a maximum of 4.2v per cell (16.8v maximum in total). All batteries must be homologated by EFRA and must be in the EFRA list

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

11.7 Speed controller reverse operation must be disabled.

STOCK CLASS (4wd Without Suspension)



11.8 Fixed chassis cars without any moving suspension components .

11.9 Minimum weight to be 2200g (ready to race).

11.10 Batteries to be any commercially available hard cased Lithium Polymer up to maximum of 4s (14.8 volts). These may be installed in any configuration, 1x4s, 2x2s, 4x1s with a maximum nominal voltage of 14.80v. The maximum permitted voltage of the cells when checked at anytime using the section multimeter must be a maximum of 4.2v per cell (16.8v maximum in total). All batteries must be homologated by EFRA and must be in the EFRA list.

11.11 The brushless motor (Maximum of 2600kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of 350 euro including all taxes. The motor must have a 5mm pinion shaft.

11.12 Speed controller reverse operation must be disabled.

BODIES

11.13 Bodies must follow same rules like 1/8th IC cars (see 6.7 to 6.9 Appendix 1).

11.14 CUTS OUTS. One cut out for cooling of motor / esc with max. 30x40mm. Any part of the body cannot be folded outwards to get more air to the motor. It is also not permitted to have a system under the body for conveying air inside the body.

11.15 WINGS AND SPOILERS. Wings and spoilers must follow same rule like IC cars (see 6.12 Appendix 1).

11.16 QUALIFICATION

1. Heats must be separate between categories: modified and stock. If the number of drivers in one category is less than 10 drivers, all drivers racing in 1/8th electric class must race together and then and results will be separated.
2. The Qualifying Heats will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds.
3. 5 Rounds of Qualifying will be run, irrespective of the number of drivers. Qualifying will be 5 minutes + last lap.
4. In Qualifying Rounds the Round by Round point system will be used (same system like IC cars, see 2.4 Appendix 1).
5. The qualifying heats will be a maximum of 10 drivers and where possible equal number of drivers in each.
6. Starting for qualifying heats will be from the start line or pit lane, using the staggered start system (one by one). In each Round, the order of starting Heats will be same like rule 4.2 Appendix 1.
7. The qualifying results will determine the composition of all finals with the top 10 proceeding to the "A" final and so on down.

11.17 FINALS

1. Durations for finals will be 5 minutes + last lap.
2. There will be 10 drivers in all finals where possible. Finals will be organized for all competitors.
3. If the lowest Final has less than 3 drivers, they will be mixed as equally as possible in the next Final, respecting their qualifying position for their start order.
4. The winner determined from the combined A finals will be the champion. If the A finals cannot be completed, the awards will be made based on the final Qualifying positions.
5. All finals will be run in 3 legs from slow to fast.
6. If three leg finals are run, then the best 2 out of 3 to count.
7. The winner of a final gets 1 point; the second gets 2 points and so on up to 10 points for the 10th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more.
8. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. The driver with the fastest laps and time total will be awarded the tie. In the case of a continuing tie, then the times from the second best position will be compared. When some drivers of a final do not run a final, they will be awarded the remaining points in the order of their car numbers.
9. Cars, which do not pass the start/finish line after the prescribed race time, will be classified according to the number of laps recorded. The "A" finalist with the lowest number of points will be the winner of the International Race.
10. All final results will be published at least 10 minutes before prize giving.



11. There will be awards at least for all "A" finalists, and the winners of any other final. If no round of Final(s) are completed the results of the event are taken on qualifying positions.

Explanation:

New 1/8th Section has been included in our appendix: 1/8th EP. In first rules in EFRA we have worked in two different cars: Stock and Modified. We will start with this new section in EFRA GP SERIES with open races to test rules and to take notes for future adjustments. Also, we will race 1/8th EP in EFRA European Championship +40 in Utrecht (Netherlands).

NOTE: 1/8th EP will not have any Official title for 2018. 1/8th EP will be considered as International RACE.