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Dear Friends in RC Sport,

## **Summary of 2023 Rule Changes for 1/10 Elec. Off-Road Section.**

The following:- Details any New Rules or Rules that have been amended for 2023, that will apply to the 1/10 Off-Road European Championship event at Utrecht this year. These changes were adopted at the 2022 EFRA AGM.

Please ensure that this document is circulated to all Drivers, Team Managers and any other Officials from your Federation, that will be attending or be involved at the EC at Utrecht.

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### **The following four Rule updates are covered in APPENDIX 3A – Electrics General.**

These rules apply to all Electric Classes, so they apply to the Off-Road Classes.

#### 7.1.2 NEW.

On any track chosen at the EFRA AGM, specifically for hosting an EC event, no practice or race event can be held in the 21 days before the start of the EC for participants in the EC event, even if it is with another Class of car.

*Rationale: Stops any practice by competitors in the EC event, in the three weeks prior to event.*

#### 10.1.1 AMENDED.

If the lowest Sub-Final has less than 4 drivers, the Race Director can decide if they should be mixed as equally as possible with the next Sub-Final, respecting their qualifying position for their start order, or if the lowest Final is run with less than four competitors.

*Rationale: Simply allows an option of how lowest Finals are organised, following a protest at the 1/10 Off-Road EC last year.*

#### 10.3 AMENDED.

Off Road: The 'A' Final will be run in three legs. All other Finals will be a minimum of one leg and up to three if the schedule allows. Each race of the main 'A' Finals (and others if more than one) will be considered a separate race. The Finals will be run from slow to fast.

On Road: All Finals will be run in 3 legs from slow to fast.

*Rationale: Rule amended to allow all Finals in 1/10 Off-Road to have 3 legs if the schedule permits, instead of only the 'A' Final. With an EC having 12 Finals, this will add almost 3 hours to the Finals day. And, will 100+ drivers want to purchase additional tyres, to possibly move up (or down) in the overall classification by a few places.*

*Decision to be made by Chairman & Race Director when the Final entry number is known.*

#### 11.5 AMENDED.

The motors of the top 3 finishers may be dismantled and 'stripped' in order to check their conformity with EFRA rules. This can only be done by an EFRA appointed person immediately after the race. But if not possible in the period of time determined by the EFRA appointed person after the race, then during any period of time required the rules of 'parc ferme' apply to these items.

*Rationale: The rule has been expanded, due to the time needed to check motors after the Finals have been completed, especially 'Spec. Class' motors. In some cases it may require that motors are sent to a 'third party' to verify that motors comply with all aspects of the rules. If this is required, then 'parc ferme' rules apply and the Final results of the event cannot be ratified until all checks have been completed.*

*This is less likely to be needed for events using Modified motors and it is doubtful that it will be needed at the 1/10 Off-Road EC.*

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**The following two Rule updates are covered in APPENDIX 3D – 1/10 Off-Road.**

These rules only apply to the Off-Road Classes.

**3.2 CLARIFIED.**

Valid from 2016: European Championships: The organiser will propose 1 type of tyre and insert for each of the driven axles for 2WD and 4WD. The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts. Tyre type, compound and inserts will be controlled and must be purchased at the event through the organiser. Tyres and inserts will only be available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. The mounting of the tyres onto wheels must be in a restricted area. The proposed tyre choice will be ratified at the EFRA Section AGM prior to the EC. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised.

*Rationale: Only small wording changes, to clarify how this procedure has been conducted over recent years. Effectively – no changes from what the Section has done in recent years.*

**3.4 AMENDED.**

Modifications to tyre tread patterns are allowed by trimming or removal, but the addition of any material to the tyre is prohibited excepting for the glue used to retain the tyre to the wheel. Tyre 'location beads' can be trimmed to fit the wheel, but tyre beads cannot be completely removed. The only items or materials that is allowed to be fitted inside the tyre is the nominated insert for the event. "Cut and Shut" is permitted at Grand Prix only and even so if the parts of one or more different tyres are glued together, provided always that the constituent parts are all recognisable as coming from commercially available 1/10th scale tyres.

*Rationale: With the continually on-going 'experimenting' of drivers to modify the performance of tyres, some clarification has been added to detail what is allowed. This is likely to be 'on-going'.*

Paul Worsley,

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