EFRA ANNUAL SECTION MEETING

7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

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

SATURDAY 8th of November 2025.

1. CHAIRMAN'S WELCOME

Mr Daniel Jones

The Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	EC 1/8	EC 1/10	EC GT8	EC GT8 EL	EC +40 1/8th	EC +40 1/10th	WC 1/10th
AUSTRIA								
BELGIUM								
BULGARIA								
CROATIA								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HUNGARY								
IRELAND								
ITALY								
LUXEMBOURG								
MONACO								
NETHERLANDS								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
TURKEY								
UKRAINE								

TOTAL								

Allocations can be changed till January 21th 2026.

Other persons present:

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024:

Matters arising from the minutes:.

The minutes were accepted as written at the AGM 2024.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2025 season……

5. CHAIRMAN'S REPORT

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

6. RULE PROPOSALS 1/8, 1/10 and GT8 TRACK

Current Rule

APPENDIX 1
1/8th , 1/10th and GT8 SCALE CARS Combined

Proposal

The EFRA Chairman will select the tracks for the next European Championships for each class after evaluating the proposals made by the member federations. If a suitable venue is not proposed then the EFRA Chairman can appoint another venue at EFRA's discretion.

Remarks

To ensure that appropriate venues are selected for each class to ensure that the location and the venue is both suitable for the class and that the event will draw the highest entry.

Proposed by: EFRA, Jones Daniel

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

2.4.

General Qualifying format for EC's:
5 Rounds of Qualifying will be run, irrespective of the number of drivers.
Qualifying is 7 minutes + last lap for GT8 - both E and IC. A point system will be used to establish the qualifying result.
The top 4 ranked drivers after completion of the qualifying heats will move up directly to the main final and take the top 4 positions on the starting grid. The other drivers will start in the finals as per qualifying ranking.
Depending on time available all finals higher than 1/64th can be shorter than 20 minutes (for instance 10 minutes). See also 2.6.
The number of Rounds to count is as follows:
1 Qualifying Round completed 1 by laps and total time.
2 Qualifying Rounds completed 1 best by laps and total time.
3 Qualifying Rounds completed 2 best point scores to count.

4 Qualifying Rounds completed 2 best point scores to count.
5 Qualifying Rounds completed 3 best point scores to count.
Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points etc. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round) Overall Qualifying positions are decided by each driver 'best' (lowest) points being added together, based on the number of Rounds to count as shown in above table. In the event of a tied position, the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (e.g. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as the table above. Rain procedure: Only rounds ran under the same conditions will count. Same conditions means: no differences in average lap time by more than 20%. The Race director together with the referee will make the final decision.

Proposal

General Qualifying format for EC's:
5 Rounds of Qualifying will be run, irrespective of the number of drivers.
Qualifying ~~is~~ heats are 4 minutes duration for 1/8 and 1/10 and 7 minutes + last lap for GT8 - both E and IC. A point system will be used to establish the qualifying result.
The top 4 ranked drivers after completion of the qualifying heats will move up directly to the main final and take the top 4 positions on the starting grid. The other drivers will start in the finals as per qualifying ranking.
Depending on time available all finals higher than 1/64th can be shorter than 20 minutes (for instance 10 minutes). See also 2.6.
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1 Qualifying Round completed 1 by laps and total time.
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Remarks

The correction is to bring the section into line with section 4.3.

Proposed by: DASU, Andersen Anne

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

3.13.

A start/finish line must be painted across the track , preferably in front of the time keeping position .

The first start line box must be located more than 10 mtr . away from the following corner .

Proposal

The timing loop must be located in a position before the pit entry up to one quarter of the track length before pit entry .

Remarks

To prevent issues with stalled cars being brought to the pits , restarted and then have the lap counted if the timing loop is located closely after the pit exit . In addition the location before pit entry prevents cars not running their out lap in qualifying .

Proposed by: NOMAC, Houtman Raymond

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

4.1.

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.

Proposal

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~~ From Qualification to 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

The meaning of this proposal is to give the chance to choose position on the rostrum (in case of disagreement between drivers) from qualification, because drivers get the position since Controlled time practice due the complete reseeding.

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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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 . 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 .
14 . 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 .

Proposal

To avoid excessive tuning of engines , the engines must be capable of running 4 minutes on a 125cc tank of fuel . Therefore in the final the pit entry is closed for refuelling untill 4 : 00 elapsed time . If a car is refuelled or runs out of fuel before 4 : 00 it will be held in the pit lane untill 4 : 15 race time .

Remarks

Current engine tuning is getting out of hand . And team engines regularly need to refuel within 4 : 00 . This is not conductive for the sport nor nescessary . Limiting the refuelling to 4 : 00 stints forces the manufacturers to limit their designs .

Proposed by: NOMAC, Houtman Raymond

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
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14. 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.

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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. .
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Remarks

Although the idea approved last year is fine and make sense, we see a lot of problem to implement it on the track and in some events (Leizpig GT) created a kind of chaos and, for safety reason, we couldn't implement. The idea of this proposal is to come back to the old procedure where car go to the pitlane at 30 seconds and mechanics go to the starting grid with the cars.

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

5.10.

Checks at the technical inspection :
a) Before the race all cars will be checked and during the heats the following random checks will be made :
- Weight limit .
- Muffler & motor .
- Body and wing/spoiler .
- Overall dimensions .
The chassis is to be indelibly marked before the race and if a driver wants to change it , he must present the new and the old to the inspection officer .
b) During sub-finals , all cars moving up to the next final plus the next one are to be checked . In addition to the above mentioned checks the following are to be done during sub-finals :
- Weight limit .
- Muffler .
- Body and wing/spoiler .
- Overall dimensions .
- Marking of the chassis .
- Fuel tank capacity .
c) The same checks must be made after the Main Final for the top 4 places with the additional requirement to check engine compliance .

Proposal

For measuring of engine displacement the following procedure will be used . The stroke is measured using a device in the plug hole . The bore is measured by measuring the outer diameter of the piston between the upper two oil rings at the top of the piston . Disassembly is performed by the driver or his mechanic . All measurements will be made with the engine parts at ambient temperature .

Remarks

The curent rules contain no procedures . So there are differences between races in how the measurements are made . The proposed procedure requires disassembly which is not ideal , but measuring the largest diameter on the piston is easier than having to measure an inner diameter of a conical liner .

Proposed by: NOMAC, Houtman Raymond

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

5.10.

Checks at the technical inspection:
a) Before the race all cars will be checked and during the heats the following random checks will be made:
- Weight limit.
- Muffler & motor.
- Body and wing/spoiler.
- Overall dimensions.

The chassis is to be indelibly marked before the race and if a driver wants to change it, he must present the new and the old to the inspection officer.
b) During sub-finals, all cars moving up to the next final plus the next one are to be checked. In addition to the above mentioned checks the following are to be done during sub-finals:
- Weight limit.
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c) The same checks must be made after the Main Final for the top 4 places with the additional requirement to check engine compliance.

Proposal

Checks at the technical inspection:
a) Before the race all cars will be checked and during the heats the following random checks will be made:
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The chassis is to be indelibly marked before the race and if a driver wants to change it, he must present the new and the old to the inspection officer.
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- Weight limit.
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- Body and wing/spoiler.
- Overall dimensions.
- Marking of the chassis.
- Fuel tank capacity.

c) The same checks must be made after the Main Final for the top 4 places with the additional requirement to check engine compliance. EFRA can at its sole discretion decide to check engines randomly during the event at any time.

Remarks

Adding the ability formally for EFRA to check engines whenever it is deemed necessary

Proposed by: EFRA, Jones Daniel

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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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. (Advance notice that the kick up requirement will be REMOVED from the technical rules for the 2026 EFRA events). 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).
Brake System: Maximum 2 brake system in Central Drive Shaft / Central braking only on crown wheel (spur gear). Only standard mechanical brakes are permitted. Up to two brake discs are permitted anywhere on the centre driveshafts. Brakes may not be located on the outboard axles. One-ways, spools, locking "Torsion-type," or externally adjustable differentials are not permitted. Front & Rear geared Differentials can only be tuned with the use of silicone-based oils. No centre differential allowed. Ball differentials not allowed/only gear differentials. Front and Rear differential gear ratios must be identical. Front or rear underdrive or overdrive is not permitted. The rear differential must be "finger proof", so it must be at least partly covered in case of an open differential. The final drive ratio front and rear must be the same.
Overall dimensions of the chassis:
Height: minimum height 155.0mm with chassis plate on 20mm blocks.
Wheel base between 320-379mm
Length Maximum: 590mm
Width max 310.0mm, including wheels, axles and wheel-nuts. The front of the car must be equipped with a bumper made from flexible "foam" material with all corners and edges rounded off. The contour of the bumper will follow the contour of the body. The bumper may not protrude in front of the body.
Minimum dimensions 200 x 20mm.
The maximum capacity for the fuel tank is150cc max, including all internal tubing. The Clutch must be a centrifugal type with a maximum of 4 shoes. No axial engagement of the shoes (No "Centax" Type clutches). Clutch must use radial centrifugal shoes only in conjunction with Std parallel sided cylindrical clutch bell similar design to the unit shown. Direct Drive, i.e. single speed or maximum two speed gear box allowed.

Proposal

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Remarks

Delete all references to the kick up in order to comply with rule accepted in 2024. Clean up

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded

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

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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. (Advance notice that the kick up requirement will be REMOVED from the technical rules for the 2026 EFRA events). 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).
Brake System: Maximum 2 brake system in Central Drive Shaft / Central braking only on crown wheel (spur gear). Only standard mechanical brakes are permitted. Up to two brake discs are permitted anywhere on the centre driveshafts. Brakes may not be located on the outboard axles. One-ways, spools, locking "Torsion-type," or externally adjustable differentials are not permitted. Front & Rear geared Differentials can only be tuned with the use of silicone-based oils. No centre differential allowed. Ball differentials not allowed/only gear differentials. Front and Rear differential gear ratios must be identical. Front or rear underdrive or overdrive is not permitted. The rear differential must be "finger proof", so it must be at least partly covered in case of an open differential. The final drive ratio front and rear must be the same.
Overall dimensions of the chassis:
Height: minimum height 155.0mm with chassis plate on 20mm blocks.
Wheel base between 320-379mm
Length Maximum: 590mm
Width max 310.0mm, including wheels, axles and wheel-nuts. The front of the car must be equipped with a bumper made from flexible "foam" material with all corners and edges rounded off. The contour of the bumper will follow the contour of the body. The bumper may not protrude in front of the body.
Minimum dimensions 200 x 20mm.
The maximum capacity for the fuel tank is150cc max, including all internal tubing. The Clutch must be a centrifugal type with a maximum of 4 shoes. No axial engagement of the shoes (No "Centax" Type clutches). Clutch must use radial centrifugal shoes only in conjunction with Std parallel sided cylindrical clutch bell similar design to the unit shown. Direct Drive, i.e. single speed or maximum two speed gear box allowed.

Proposal

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Height: minimum height 155.0mm with chassis plate on 20mm blocks.
Wheel base between 320-379mm
Length Maximum: 590mm
Width max 310.0mm, including wheels, axles and wheel-nuts. The front of the car must be equipped with a bumper made from flexible "foam" material with all corners and edges rounded off. The contour of the bumper will follow the contour of the body. The bumper may not protrude in front of the body.
Minimum dimensions 200 x 20mm. There should be minimum 20mm foam material available to absorb any impact, both on top as on the bottom.
The maximum capacity for the fuel tank is150cc max, including all internal tubing. The Clutch must be a centrifugal type with a maximum of 4 shoes. No axial engagement of the shoes (No "Centax" Type clutches). Clutch must use radial centrifugal shoes only in conjunction with Std parallel sided cylindrical clutch bell similar design to the unit shown. Direct Drive, i.e. single speed or maximum two speed gear box allowed.

Remarks

In 2027 EFRA will help IFMAR WC GT/GTe and we recommend to adapt the rule to the IFMAR rules regarding how the foam material should be.

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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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 and compound 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, these holes can be drilled by the driver during the initial handout of the tyres only.
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 diameter of the tyre when it is new before racing must be between 96mm minimum and 102mm maximum.
One compound to be used for the entire event under dry conditions.
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).
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

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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 diameter of the tyre when it is new before racing must be between ~~96mm~~ 98mm minimum and 102mm maximum. One compound to be used for the entire event under dry conditions.
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.

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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

To adapt tire rules to IFMAR with a minimum of 98mm instead of 96mm

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

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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 and compound 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, these holes can be drilled by the driver during the initial handout of the tyres only.
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 diameter of the tyre when it is new before racing must be between 96mm minimum and 102mm maximum.
One compound to be used for the entire event under dry conditions.
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).
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 and compound 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, these holes can be drilled by the driver during the initial handout of the tyres only.
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 diameter of the tyre when it is new before racing must be between 96mm minimum and 102mm maximum.
One compound to be used for the entire event under dry conditions.
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).
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 however the use of additive remains strictly prohibited (no control tyre required once the event has been declared WET)

Remarks

adding WET tyre additive is prohibited for the avoidance of doubt.

Proposed by: EFRA, Jones Daniel

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

10.5

PROHIBITED or NOT ALLOWED
-Use of one way bearings, except for the 1st gear of a 2-speed transmission.
-Belts.
-Extra Body support struts for lightweight bodies, except those mentioned in the rules.
-The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/"G"-force sensors is strictly forbidden.
-4 wheel brakes. Independent controlled braking on the front wheels is not allowed. -Hydraulic braking systems.
-More than 2-speed transmissions.
-Quick change wheel systems are not allowed, or the use of electric, spring or flywheel based tools to change wheels.

Proposal

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-The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/"G"-force sensors is strictly forbidden.
-4 wheel brakes. Independent controlled braking on the front wheels is not allowed. -Hydraulic braking systems.
-More than 2-speed transmissions.
-Quick change wheel systems are not allowed, or the use of electric, spring or flywheel based tools to change wheels.
- Body extenders or wheel flares.
- Tire-warmers.

Remarks

To adapt EFRA rules to IFMAR rules.

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

Current Rule

12.

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.

Proposal

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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~~ 35v per cell in series ~~(16~~ (17.~~80v~~ 40v 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.

Remarks

Allowing batteries to be charged to HV specification. We have allowed it in our national championship, and had no issues with bulged batteries and/or battery failures. Since the voltage is higher, current is lower, hence lower motor and ESC temperatures and less stress on batteries.

~~**Proposed by: HAMS, Sanjin Svetlicic**~~

~~**Proposal Status:**~~

~~**Seconded by: ..... o Not Seconded**~~
~~**The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.**~~
~~**o Rejected with .... for, ... against and .... abstentions. o Amended**~~

Discussed at EFRA board level – this proposal is not allowed due to clear safety concerns.

Current Rule

12.

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.

Proposal

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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.
The controller (ESC) is optional. It's not allowed to set the reverse gear.
It's not allowed to cancel the battery cut out detection. The minimum cut-off voltage is 3.0v per cell (12v in a 4S battery).
The maximum temperature of the battery should not exceed 55 celsius degrees after the run.
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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Remarks

This proposal is a "packet" of safety proposals and also have the aim to adapt EFRA rules to IFMAR rules as follow:
1. To include do not allow reverse gear in the rules. In IFMAR rules is included.
2. Safety measures: we can see at international races that some drivers and disconnecting cut-off detection in order to get more power or to finish the run. This is dangerous and we can see in some events batteries flaming out. We have to implement some measures in order to keep safes Marshalls, drivers and material. Exists some

other ways to keep 7 minutes run and drivers & manufactures can work on that with in a safe mode. Also, temperature of battery is an issue to take into consideration.

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

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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.

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:
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.

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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.
Penalties for battery "over" voltage:
1S 2S 4S
4.20 or < 8.40 or < 16.80 or < ok
4.21-4.22 8.41-8.44 16.81-16.88 discharge
4.23-4.25 8.45-8.50 16.89-17.00 no access
> 4.25 > 8.50 > 17.00 DQ
"Discharge" means, only one time allowed to have your battery discharged and checked again, if they are still too high you are not allowed to start. You must go back in line for this discharging process.
"No access" means no driving in that specific heat/final.
"DQ" means disqualification from the event.
Technical inspection to use a calibrated measuring device to check the voltages, preferably a "fluke" meter.
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Remarks

To adapt procedures of penalties for over charging of batteries from IFMAR

Proposed by: AECAR, Garcia Collado Javier

Proposal Status:

Seconded by: ..... o Not Seconded
The proposal: o Passed Unanimously o Passed with .... for, ... against and .... abstentions.
o Rejected with .... for, ... against and .... abstentions. o Amended

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Current Rule

12.

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Suggestion

Same as nitro class , 4 best from qualifications go directly to main final Others run in low finals with strike trough , as in nitro class . (Best 3 bump up) Run time : - qualification - 7 min - lower finals + semi finals 19 min - 7+7 minutes with mandatory battery exchange after first 7 minutes - main final 31 min - 7+7+7 minutes with two mandatory battery exchanges If battery cutoff occurs , it is not allowed to change the battery , until dedicated time for exchange comes . After first semi-final , obligatory parc ferme until cars from other semi-final are released from technical inspection . Battery exchange : - after 7 minutes all drivers go to mandatory battery exchange in duration of 5 minutes - it is forbidden to do anything else to a car except for battery exchange in that period - after 5 minutes , drivers start from pitlane in order of current positions one by one For attractive purpose , and for warming up the tires , possibility of including "safety car" for one/two laps , in which it is not allowed to overtake.

Suggested by: HAMS, Sanjin Svetlicic

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7. EC AND GP'S 2026/27

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
2027		WC	Portugal	Vila Real
2027		WC	Italy	Fiorano
2027		WC	Netherlands	Groningen
2027		WC	Spain	Girona
2027		EC 40+	Netherlands	Groningen
2027		EC 40+	Monaco	La Turbie
2026		GP – IR?	Spain	Valencia

Final Race calendar for 1/8th IC Track 2026

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

Future Race calendar for 1/8th Track 2027

Year/Date	Status	Country	Venue
2027	EC		
2027	EC 40+		

Applications for GT8

Year/Date	Alt. Date	Status	Country	Venue
2027		WC	Spain	Valencia
2027		WC	Netherlands	Groningen
2027		WC	Switzerland	Lostallo
2027		WC	Italy	Sicily

Final Race calendar for GT8 2026

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

Future Race calendar for GT8 2027

Year/Date	Status	Country	Venue
2027	EC GT		

Applications for 1/10 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2027		EC 40+	Netherlands	Groningen
2027		EC 40+	Monaco	La Turbie

Final Race calendar for 1/10th IC Track 2026

Year/Date	Status	Country	Venue
2026	WC 1/10	Italy	Gubbio
2026	EC 40+	Spain	Girona

Future Race calendar for 1/10th IC Track 2027

Year/Date	Status	Country	Venue
2027	EC 1/10		
2027	EC 40+		

8. 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

9. ELECTION OF SECTION CHAIRMAN.

Position up for election: Chairman Daniel Jones is willing to re-stand.

10. ANY OTHER BUSINESS.

11. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at: