



EFRA ANNUAL SECTION MEETING

7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

Agenda ELECTRIC SECTIONS – GENERAL.

SATURDAY 8th of November 2025.

1. CHAIRMAN'S WELCOME

Mr's. Chris Hardisty & Paul Worsley

The Electric Chairmen opened the meeting at

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from:

Member Countries present.

COUNTRY	PRESENT
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	
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Maximum votes for Elec. Sections = Number of Federations represented to vote =

Other persons present:

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024

Matters arising from the minutes:

The minutes were checked and 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. RULE PROPOSALS (Does / May affect all Electric Sections)

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each

Current Rule

7.1.1.

European Championships are held in the following classes:

1/10 Off-Road Modified, 2WD & 4WD as separate classes.

1/12 Modified, using no less than 6.5 turn modified brushless and blinky.

1/12 Spec using 13.5 T Spec. brushless and blinky.

1/10 Touring Cars Modified & 1/10 Touring Cars using 13.5T Spec. Brushless

1/10 Formula One using 21.5T Spec. Brushless.

1 /1 0 Touring Car FWD using 21.5T Spec. Brushless and Blinky

Starting May 2016, only motors included on the EFRA Homologation Lists are allowed at EC and GP events in the above Classes.

Proposal

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1/12 Spec using 13.5 T Spec. brushless and blinky.

1/10 Touring Cars Modified & 1/10 Touring Cars using 13.5T Spec. Brushless

1/10 Formula One using 21.5T Spec. Brushless.

1 /1 0 Touring Car FWD using 21.5T Spec. Brushless and Blinky

Starting May 2016, only motors included on the EFRA Homologation Lists are allowed at EC and GP events in the above Classes.

The decision to run any of the above must be decided at the AGM Section meeting i.e. if a class is a full title or a "Cup" event run as a support class.

Remarks

For several years the 10th On-road F1 and FWD has failed to reach the threshold odd 30 entrants. These figures will vary from country to country so the default should be a class will run as a cup unless the host country is confident that the threshold of 30 entrants will be achieved.

Proposed by: EFRA, Hardisty Chris

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

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Proposal

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1/12 Modified, using no less than 6.5 turn modified brushless and blinky.

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1/10 Touring Cars Modified & 1/10 Touring Cars using 13.5T Spec. Brushless

1/10 Formula One using 21.5T Spec. Brushless.

1 / 1 0 Touring Car FWD using ~~21.5T~~ **XT** Spec. Brushless and Blinky

Starting May 2016, only motors included on the EFRA Homologation Lists are allowed at EC and GP events in the above Classes.

Remarks

Consider altering this wind, possibly 13.5 apparently this class is exciting in some of the Asian races.

Proposed by: EFRA, Hardisty Chris

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

8.1.2.

1/10th Touring, 1/10th Formula One & 1/10th FWD EUROPEAN CHAMPIONSHIP:

DAY 1:* 09:00 Registration, Open and a minimum 2 timed practice rounds, 2 seeding rounds and 1 Qualifying Round after the reseed

DAY 2:* 09:00 1 timed practice (minimum) and 4 Qualifying Rounds

DAY 3:* 09:00 1 Practice Final (minimum) and 3 finals for all

There will be a minimum of 10 min between start of round.

Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.

*To be agreed at AGM.

Proposal

1/10th Touring, 1/10th Formula One & 1/10th FWD EUROPEAN CHAMPIONSHIP:

DAY 1:* 09:00 Registration, Open and a minimum 2 timed practice rounds, 2 seeding rounds and 1 Qualifying Round after the reseed

DAY 2:* 09:00 1 timed practice (minimum) and 4 Qualifying Rounds

DAY 3:* 09:00 1 Practice Final (minimum) and 3 finals for all

There will be a minimum of 10 min between start of round.

Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.

*To be agreed at AGM.

Remarks

We're in a situation where the number of drivers in the categories is increasing (hooray!), so I propose extending the race days from 3 to 4 to give the championship a more relaxed/networking format, considering its importance. The last 2-3 ECs were quite time-pressured, and I believe the event deserves better. The second proposal is to shift the EC within the week so that the final races can be held on Saturday, leaving Sunday as a spare day (in case of crazy weather) or travel day. This way, those with more racing events will have extra time to travel, and the other group can get home more comfortably.

Proposed by: RCACR, Knopp Tomas

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

8.1.3.

1/10 Elec . Off-Road EUROPEAN CHAMPIONSHIP :

MONDAY : 2WD Free practice in Heat order , Registration and Technical Inspection . Last two Rounds will be Seeding Rounds using best 2/3 consecutive laps from either Round . For seeding Rounds , control tyres must be used with cars passing Tech . except for chassis marking .

TUESDAY : 2 rounds of Controlled Practice and Qualifying Rounds 1-3

WEDNESDAY : Schedule permitting , one hour of unofficial practice in Heat Order of Round 4

Qualifying Rounds 4-5 , Finals and Prize Ceremony

THURSDAY : 4WD Free practice in Heat order , Registration and Technical Inspection . Last two Rounds will be Seeding Rounds using best 2/3 consecutive laps from either Round . For seeding Rounds , control tyres must be used with cars passing Tech . except for chassis marking .

FRIDAY : Two rounds of Controlled Practice and Qualifying Rounds 1-3

SATURDAY : Schedule permitting , one hour of unofficial practice in Heat Order of Round 4 .

Qualifying Rounds 4-5 , Finals and Prize Ceremony

The Race Organiser can change the above timetable providing he does so well in advance . ALL changes to the Schedule or alterations to times of any Heats/Finals must be clearly identified to all Team managers and Officials in written form , at least one hour before such changes take place , if any procedures are being brought forward . No request for a delayed start in Qualifying will be granted . In 'A' Finals , a competitor may request a delayed start of up to a maximum of eight (8) minutes for the repair of breakages only , subject to the Race Director agreement . The competitor(s) involved will then start from the back of the grid . This delay will only be granted once for any 'A' Final .

Proposal

8. 1. 4 If the results from any Qualifying Round are cancelled due to any procedural errors, the Round will not be re-run . Under the 'Round by Round' Qualifying system, the number of Rounds that will then be counted are detailed in rule 9 . 4. 1. Procedures for dealing with possible weather intervention are detailed in Electric Track rules (App. 3 B) and Off-Road rules (App. 3D).

Remarks

Schedules will often not allow the extra time needed, and additional tyres may be needed which may not be available and involving additional costs.

Proposed by: EFRA, Worsley Paul EFRA

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

9.4.1.

1/12 Track:- The Qualifying Heats and Finals will be 8 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds.

1/10 Off-Road:- The Qualifying Heats and Finals will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds which can be extended if needed.

1/10th On-Road:- The Qualifying Heats and Finals will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds which can be extended if needed.

The Round by Round point system will be used. This system awards points to all drivers based on their finish position against all others for each round individually.

All cars must be cleared by technical inspection before any result can be used for seeding.

When the "Round by Round" qualifying method is used, the number of Qualifying Rounds to count are as follows :-

Number of Rounds completed 1 2 3 4 5 6

To count - Void 1 2 2 2 3

EFRA AGM 2025

If less than two Rounds are completed the event is declared null and void.

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 and so on. 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 drivers "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 (eg. 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 per the table.

Proposal

1/12 Track:- The Qualifying Heats and Finals will be 8 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds.

1/10 Off-Road:- The Qualifying Heats and Finals will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds which can be extended if needed.

1/10th On-Road:- The Qualifying Heats and Finals will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds which can be extended if needed.

The Round by Round point system will be used. This system awards points to all drivers based on their finish position against all others for each round individually.

All cars must be cleared by technical inspection before any result can be used for seeding.

When the "Round by Round" qualifying method is used, the number of Qualifying Rounds to count are as follows :-

Number of Rounds completed 1 2 3 4 5 6

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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 per the table. A round maybe discounted if the track conditions are considered to have deteriorated or improved significantly during that round. This only applies to conditions beyond the organisers reasonable control.

Remarks

Some rounds may be affected by something beyond reasonable control of the organisers. If this disadvantages a significant number of drivers this may affect the overall result. It could be the weather, a can of cola on the track etc. I can't list unforeseen as I can't foresee this but I don't want to put "unforeseen" in a rulebook!

Proposed by: EFRA, Hardisty Chris

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

9.4.10.

Off road: One round of controlled practice using the official time keeping will be organized for the A finalists. On road: A controlled practice will be applicable to all finals.

Proposal

Off road: ~~One round of controlled No practice using the official time keeping will be organized for the A finalists between Qualifying and Finals.~~ On road: A controlled practice will be applicable to all finals.

Remarks

To enable 3 leg finals, see proposal for rule 10.3. Removed if proposal of 3 leg finals not passed.

Proposed by: SBF, Lindback Nils

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

10.3.

Off Road: The 'A' final will be run in three legs. All other Finals will be one leg.

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.

Proposal

Off Road: ~~The 'A' final ALL Final~~ will be run in three legs. ~~All other Finals will be one leg.~~

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.

Remarks

Currently, only the A Final benefits from the fairness and competitiveness offered by a best-of-three format. We believe that applying this format to all finals would provide clear improvements in multiple areas. A single-leg final can be significantly impacted by small incidents such as collisions, mechanical issues, or driver errors. A 3-leg system greatly reduces the effect of chance and allows the true performance level of each driver to be reflected more accurately. Drivers who qualify outside the A Final are still among the top competitors in Europe. Allowing them to race 3-leg finals shows respect for their level of achievement and encourages continued development and participation at high-level events. Creates more engaging, competitive content throughout the entire event-not just during the A Final. Spectators (both on-site and online) appreciate multiple heats, which build tension and excitement. This change would increase viewer engagement and make sub-finals more meaningful to follow. Standardizing the finals format across all levels adds to the professionalism and clarity of EFRA events. It helps new participants, media, and fans better understand the format, and sets a clear standard across all racing levels. We believe this proposal aligns with EFRA's goals of promoting fair, exciting, and inclusive racing at the highest level. Thank you for considering this suggestion

Proposed by: SBF, Lindback Nils

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

APPENDIX 4
LITHIUM BATTERIES FOR ALL ELECTRIC CLASSES- TECHNICAL, RACE PROCEDURES &
HOMOLOGATION
BRUSHLESS MOTORS 05 SIZE FOR 1/12 AND 1/10th ELECTRIC CLASSES

Current Rule

APPENDIX 4
LITHIUM BATTERIES FOR ALL ELECTRIC CLASSES- TECHNICAL, RACE PROCEDURES &
HOMOLOGATION
BRUSHLESS MOTORS 05 SIZE FOR 1/12 AND 1/10th ELECTRIC CLASSES

Proposal

APPENDIX 4
LITHIUM BATTERIES FOR ALL ELECTRIC CLASSES- TECHNICAL, RACE PROCEDURES &
HOMOLOGATION
BRUSHLESS MOTORS 05 SIZE FOR 1/12 AND 1/10th ELECTRIC ~~CLASSES~~ CLASSES & 1/8 BRUSHLESS
MOTORS

Remarks

We have now uniform rules all over the world for the 1/8 Brushless motors, so we need to implement its rules and the homologation procedure in EFRA.

Proposed by: EFRA, Gomez Ambrosio Carlos

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

1.3.

Batteries to comply with the weights specified on the EFRA homologation list, (maximum tolerance for manufacturers is +/- 4%)

Proposal

Batteries to comply with the weights specified on the EFRA homologation list, (maximum tolerance for manufacturers is +/- ~~4%~~4%). The allowed weights will be based on the manufacturers stated nominal weight (see Rule App.4, 3.3 (b)).

Remarks

Clarifies how battery weight tolerances have been calculated for the last 15 years.

Proposed by: EFRA

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

3.2.

Submission dates:-

4S Batteries - A minimum of one individual battery has to be received by 1st Dec.

2S Batteries - A minimum of one individual battery has to be received by 1st Dec.

1S Batteries - A minimum of one individual battery has to be received by 1st Dec.

Cells received after the above submission dates (1st Dec.) will not be included on the EFRA approved list for the following year

Proposal

Submission dates:-

EFRA will have two submission dates: 1st being received by 1st of December, 2nd being received by 1st of April.

4S Batteries - A minimum of one individual battery has to be received ~~by 1st Dec.~~

2S Batteries - A minimum of one individual battery has to be received ~~by 1st Dec.~~

1S Batteries - A minimum of one individual battery has to be received ~~by 1st Dec.~~

Cells received after the above submission dates (~~1st Dec.~~) will not be included on the EFRA approved list for the following ~~year~~ period. Batteries that are on the homologation list must be available to purchase in EFRA countries a minimum of 4 weeks before the start of a European Championship.

Remarks

This change introduces two submission windows (1st December and 1st April) instead of a single annual deadline. The aim is to provide manufacturers with greater flexibility to homologate new batteries, ensuring that updated products can reach the market and be approved for EFRA use more quickly. At the same time, the rule maintains clear cut-off dates so that competitors, organisers, and EFRA can plan with confidence for the upcoming season.

Proposed by: EFRA

Proposal Status:

Seconded by: ☐ Not Seconded

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

☐ Rejected with for, against and abstentions. ☐ Amended

Current Rule

3.3.

Each individual battery sample must be supplied with : (a) Lithium based batteries must be covered by their safety test certification in accordance with UN Manual of Test and Criteria ST/SG/AC.10/11/Rev.8 (or Rev.7/Amend.1), Part 3, Sub-Section 38.3, Tests T1 to T8..

(b) Technical Spec. sheet detailing; the recommended maximum charging rate, the maximum voltage when charging, case material, case wall thickness and method of sealing the case, the battery weight (max tolerance +/- 4%).

(c) Name and contact details of a minimum of two appointed distributors for the batteries in EFRA member countries.

Proposal

Each individual battery sample must be supplied with : (a) Lithium based batteries must be covered by their safety test certification in accordance with UN Manual of Test and Criteria ST/SG/AC.10/11/Rev.8 (or Rev.7/Amend.1), Part 3, Sub-Section 38.3, Tests T1 to T8..

(b) Technical Spec. sheet detailing; the recommended maximum charging rate, the maximum voltage when charging, case material, case wall thickness and method of sealing the case, the battery weight (max tolerance +/- 4%).

The allowed weight tolerances on Homologation Lists will be calculated from the manufacturers stated nominal weight. (c) Name and contact details of a minimum of two appointed distributors for the batteries in EFRA member countries.

Remarks

Clarifies how weight tolerances have been calculated for the last 15 years.

Proposed by: EFRA

Proposal Status:

Seconded by: ☐ Not Seconded

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

☐ Rejected with for, against and abstentions. ☐ Amended

6. ITEMS FOR GENERAL DISCUSSION.

The Section Chairmen thanked all participants for a constructive meeting, and being no further business the meeting was closed at

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING

7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

Agenda ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-Road Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	REQU ESTED :				Max33%
		EC	EC	EC	EC	
		Buggy 2wd	Buggy 4wd	Buggy 2wd	Buggy 4wd	%
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					

Allocations can be changed till January 21st. 2026.

Number of Federations represented to vote =

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 Chairman.

6. EC AND GP'S 2026-2027

The section has reviewed the applications to host coming EFRA events:

Year/Date	Alt. Date	Status	Country	Venue
2027		EC	Austria	Fehring
2027		EC	Slovakia	Trencin (Dirt)
2027		EC	Slovakia	Trencin (Carpet)
2027		EC	Estonia	Rakvere
2027		EC	Norway	Bergen

Final Race calendar 2026 1/10th Off Road

Year/Date	Status	Country	Venue
27 th July – 1 st August	EC	Austria	Steyregg

Future Race calendar Championships

Year/Date	Status	Country	Venue
2027	EC		

Nominated Tyres for the 1/10th. Off-Road EC 2026:

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 **21st. January 2026 LATEST.**

7. RULE PROPOSALS.

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

Current Rule

D

PARTICULARS for 1/10 OFF ROAD

Proposal

Controlled Front Tire - Compound 2 The front tire 2wd must also be part of the controlled tire regulations .
Justification : ? There are far too many variations of front tires on the market , making it unrealistic and expensive for drivers to test them all . In addition , certain tires used in competition are often no longer available-or were never commercially available-leading to unfair advantages and confusion . A controlled front tire ensures equal access and simpler preparation . For 2027

Proposed by: OFMAV, LEVETZOW Rene

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

D

PARTICULARS for 1/10 OFF ROAD

Proposal

Separate Purchase of Tires and Inserts Tires and inserts must be available for purchase separately . Inserts may continue to be used as long as they do not leave the tire area throughout the entire event . Justification : Allowing inserts to be reused and purchased separately will significantly reduce costs for participants . This change promotes a more affordable competition environment while maintaining compliance and technical equality among all racers .

Remarks

That should be in the rules . Hudy Arena 2025 we discuss this in Most of the Team Managers meetings .

Proposed by: OFMAV, LEVETZOW Rene

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

D

PARTICULARS for 1/10 OFF ROAD

Proposal

In the final run of Qualifikation where the fastest group starts , the slowest group is assigned as track marshals . This should not be the case . Instead , track marshals should be provided in the same way as in international A finals .

Proposed by: OFMAV, LEVETZOW Rene

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

3.2.

European Championships: The organiser will propose 1 type of tyre and compound and insert for each of the driven axles for 2WD and 4WD. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. 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.

Proposal

European Championships: The organiser will propose 1 type of tyre and compound and insert for ~~each of the driven axles~~ Front and Rear wheels for 2WD and 4WD. The specific nominated controlled insert for the front tyres is the only insert that can be used in the front tyres and the specific nominated insert for the rear tyres is the only insert that can be used in the rear tyres. Only one insert per. tyre. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. 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. Tyres and inserts packaged separately will be sold separately. Inserts can be removed from used tyres and re-used, providing they do not leave the controlled area. 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.

Remarks

Introduces controlled tyres and inserts to 2WD Front Wheels. In recent years, some drivers with local knowledge have used 2WD Front tyres that are not easily available to all. This is needed to make the event fair to all. Clarifies that only the inserts nominated for front or rear tyres can be used in the specific tyres. Clarifies that inserts and tyres will be sold separately (if packaged separately) and can be re-used to reduce costs. Applies from 2026 onwards.

Proposed by: EFRA, Worsley Paul EFRA

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

3.2.

European Championships: The organiser will propose 1 type of tyre and compound and insert for each of the driven axles for 2WD and 4WD. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. 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.

Proposal

European Championships: The organiser will propose 1 type of tyre and compound and insert for each of the driven axles for 2WD and 4WD. Each competitor is allowed to use 3 sets for training, 3 sets for qualification and 1 new set for finals. In the finals, the tires from the qualification can also be used. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. 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.

Remarks

It has previously been experienced that new tires are used in each training round, qualifying round and finals, even though the tires can be used several times, this was seen, among other things, in the European Championships in Sweden 2024. The tires are a major expense for the participants and can deter young drivers and drivers without sponsorship agreements from participating. Environmentally, it also does not make sense that after the race there is a quantity of tires that cannot be used and which are therefore discarded.

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**

Current Rule

4.2.

When Racing is suspended as per the rule above, then racing will recommence, when weather permits, with the heat that was next to be run prior to the interruption. If the series of heats / round cannot be completed the same day that particular round will be cancelled and next day will start with a new (complete) round.

Proposal

When Racing is suspended as per ~~the rule above,~~ Rule 4.1 then racing will recommence, when weather permits, with the heat that was next to be run prior to the interruption. If the ~~serie of remaining~~ heats / round in the effected Round (or any Round) cannot be completed the same day ~~that particular round~~ , such Round (or Rounds) will be cancelled and ~~the~~ the next day will start with a new (complete) ~~round Round~~ round Round. The Race Director, Referees, EFRA Rep. must consider the available time remaining in any day, to allow Rounds to be completed without extending the day schedule beyond a reasonable time (maybe 1 hour max.).

Remarks

Wording added to make it completely clear what the procedures are, if weather intervenes.

Proposed by: EFRA, Worsley Paul EFRA

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**

8. ELECTION OF SECTION CHAIRMAN.

Position up for election: Chairman Paul Worsley is willing to re-stand.
EFRA AGM 2025

9. ANY OTHER BUSINESS.

10. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at –

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING

7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

Agenda ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

The Electric Track Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, allocations etc:

COUNTRY	PRESENT	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	EC 1/10 F1	EC 1/10 FWD	EC 1/12 Mod	EC 1/12 Spec	WC 1/10 Mod	WC 1/10 Spec
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 21st. 2026.

Number of Federations represented to vote =

Other persons present:

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024

Matters arising from the minutes:

The minutes were checked and 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. EC AND GP'S 2026/ 2027

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, no other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
2027		1/10 th EC	Sweden	Lidkopings
2027		1/10 th EC	Slovakia	Trencin
2027				
2027		1/12 th EC	Slovakia	Trencin

Final Race calendar 2026 1/10 and 1/12 Electric

Year/Date	Alt. Date	Status	Country	Venue
April - 16-19th		EC 1/12	Italy	Sicily
2026		EC 1/10	Luxembourg	
2026		WC 1/12	China	
2026		WC 1/10	China	

Future Race calendar 2027 Championships

Year/Date	Alt. Date	Status	Country	Venue
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2027		EC 1/12		
2027		EC 1/10		

Tyres for the 1/10th Touring Car EC 2026: See Rules.

Allocations were made to each country as printed in the table form under item 2 on the agenda

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 21st. January 2026 LATEST

8. RULE PROPOSALS

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.

Current Rule

1.2

One chassis must be submitted, inspected and marked. When wet conditions are declared any chassis, marked or otherwise, may be use .

Proposal

~~One~~ **Two** different/equal chassis ~~must~~ **can** be submitted, inspected and marked. When wet conditions are declared any chassis, marked or otherwise, may be used.

Remarks

There are various options available on the market for different track conditions. We are talking about a carbon/aluminium/steel chassis. Conditions on a track during a race can be very changeable due to temperature differences or other weather conditions, so rain should not be a reason. And we want everyone to be able to show their skills on the track with their best car in the best conditions.

Proposed by: EFRA, Bultynck Krist

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

1.2

One chassis must be submitted, inspected and marked. When wet conditions are declared any chassis, marked or otherwise, may be use .

Proposal

~~One~~ **Two** chassis must be submitted, inspected and marked. When wet conditions are declared any chassis, marked or otherwise, may be used.

Remarks

In case of significant weather changes, as is common on coastal tracks, a single decision combined with a weather shift can ruin the entire race. Let's open the possibility to use two chassis.

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

2.2.

Body cannot be trimmed higher than lower body trim lines.

Remarks

No one follows this rule . . . and no one checks it

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

2.7.

1/10th Touring Car bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of 60 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed.

Proposal

1/10th Touring Car bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of 60 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed.

Remarks

This must be revisited as an amendment at the 2024 AGM changed this figure to 65 grams. This went unnoticed until a contradiction in the rules, B.7.2a, was pointed out. On investigation many had tested with 60 grams and changing this rule back to 65 grams would have raised a lot of protest. This will be raised at the EC for further feedback which will be brought to the AGM.

Proposed by: EFRA, Hardisty Chris

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

2.7.

1/10th Touring Car bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of 60 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed.

Proposal

1/10th Touring Car bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of 60 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed.

Remarks

keep this rule and don't change it before the race!

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: ☐ Not Seconded

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

Current Rule

4.2.

If used, front bumpers must be flat; parallel to the ground in all directions.

Proposal

If used, front bumpers must be flat; parallel to the ground in all directions. No aerodynamic profiles are allowed in the front or rear bumper (if installed).

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: ☐ Not Seconded

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

Current Rule

6.1.6.

1/12th LMP bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of 38 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed. From April 1st 2025.

Proposal

1/12th LMP bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of ~~38~~ 30 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed. From April 1st 2025.

Remarks

We have found that the most popular bodyshells have to have weight added to make 38 grammes. There is no proper definition of anti-tuck body stiffeners. Drivers can add tape to the lower parts of the body to keep weight low, and to make the weight limit. They stiffen the body and reduce the possibility of sides/front tucking in. However, when is a piece of tape a weight addition, and when is it an anti-tuck device? The simple answer is to lower the weight limit and not have the discussion. We propose a 30g limit which as covered all the available shells people want to use, yet eliminates the wafer-thin shells we are trying to avoid.

Proposed by: BRCA, Winton Peter

Proposal Status:

Seconded by: ☐ Not Seconded

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

Current Rule

6.2.3.

Bumpers: Bumpers may be fitted but must be designed to minimise injury that could result from being hit by a car, also to reduce the risk of damage to other cars. Rigid bumpers made from non-resilient materials such as metal are not allowed. Other sheet materials should have an edge radius not less than 1.5mm. Bumpers must not protrude of the body and being fitted in the shape of the body.

Proposal

EFRA AGM 2025

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Section Electrics

Bumpers: Bumpers may be fitted but must be designed to minimise injury that could result from being hit by a car, also to reduce the risk of damage to other cars. Rigid bumpers made from non-resilient materials such as metal are not allowed. Other sheet materials should have an edge radius not less than 1.5mm. Bumpers must not protrude of the body and being fitted in the shape of the body.

Remarks

Simplified to cater for modern composite materials and construction methods.

Proposed by: EFRA, Hardisty Chris

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

6.2.3.

Bumpers: Bumpers may be fitted but must be designed to minimise injury that could result from being hit by a car, also to reduce the risk of damage to other cars. Rigid bumpers made from non-resilient materials such as metal are not allowed. Other sheet materials should have an edge radius not less than 1.5mm. Bumpers must not protrude of the body and being fitted in the shape of the body.

Proposal

Bumpers may be fitted but must be designed to minimise injury that could result from being hit by a car, also to reduce ~~the risk of~~ damage to other cars. Rigid ~~bumpers made from~~ non-resilient materials ~~such as metal are not allowed~~ cannot project forward of a 10mm radius from the centre of the body post mounting holes. Other sheet Any materials ~~should have an edge radius not less than 1~~ forward of this position must be a resilient material. 5mm Pliable rubber, foam or polyurethane is recommended. In any car design, there must be at least 10mm gap between the front of the body and the non-resilient material. Bumpers must not protrude ~~of outside~~ the body shell and ~~being must be fitted in~~ within the shape of the body shell. (Diagram sent separately to Section Chairman)

Remarks

Bumpers are now made to support the body shell from resilient PU materials or similar. Manufacturers are using part of the body mounts (non-resilient materials) to support the bumper. Some body mount supports extend to the front of the car, creating a safety hazard in a collision. This proposal is to describe the position of hard, non resilient materials so as to keep the intention of the original rule, but restrict the safety hazard from non-resilient materials being too far forward on the car chassis/body post support.

Proposed by: BRCA, Winton Peter

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

7.1.2.

The rear bumper cut-line to be maximum 35 mm from the body cut line , as detailed in GBS drawings .

Remarks

Considering the removal of the wing height rule , this rule no longer makes sense - the practice at the EC clearly demonstrated that .

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: o Not Seconded

EFRA AGM 2025

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

Current Rule

7.2.a.

1/10th Touring Car bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of 60 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed.

Proposal

1/10th Touring Car bodyshell for the Modified and Stock Spec classes completely ready to compete will have a minimum weight of 60 grams. The bodyshell must not be modified in any way to get more weight, only anti-tuck body stiffeners are allowed.

Remarks

This rule must be altered or deleted to reflect the weight in rule B.2.7

Proposed by: EFRA, Hardisty Chris

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

7.4.2.

At EC's it is only allowed to use the tyres that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation). For dry weather racing there will be a single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops since minimum 3 months at the time the tyre choice will be presented at the AGM. For wet/damp conditions there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.

Maximum price fixed for each EC event at the AGM. The supplier of the tyre must guarantee that the wheels tyres are of the same batch/production run. They must be the only source of supply for the event.

Note for 2023

See stage report for tyre types and part numbers.

Proposal

At EC's it is only allowed to use the tyres that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation). For dry weather racing there will be a single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops since minimum 3 months at the time the tyre choice will be presented at the AGM. For wet/damp conditions there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.

Maximum price fixed for each EC event at the AGM. The supplier of the tyre must guarantee that the wheels tyres are of the same batch/production run. ~~They~~ All tyres (wet/dry) must be the only source of supply for the event.

Note for 2023

See stage report for tyre types and part numbers.

Remarks

...with the clarification that all tyres must be purchased at the event

Proposed by: RCACR, Knopp Tomas

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

7.4.3.

Tyre Allowances.

For Spec. Class:- 2 sets of 4 dry weather tyres (rubber) are allowed for qualifying. Tyres from qualifying may be used in the Finals and 1 additional set of 4 dry weather are allowed for the Finals.

For Modified Class:- 3 sets of 4 dry weather tyres are allowed for qualifying and 3 additional sets of 4 dry weather tyres are allowed for the Finals.

For Formula Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

For A finals only - ISTC, Mod and Spec, drivers are allowed to use a new set per final.

Proposal

Tyre Allowances.

For Spec. Class:- **2 3** sets of 4 dry weather tyres (rubber) are allowed for qualifying. Tyres from qualifying may be used in the Finals and 1 additional set of 4 dry weather are allowed for the Finals. Only for the A-main drivers is it allowed to use 3 additional sets of 4 dry weather tyres.

For Modified Class:- **3 4** sets of 4 dry weather tyres are allowed for qualifying and 3 additional sets of 4 dry weather tyres are allowed for the Finals.

For Formula Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

~~For Only for A finals-only final drivers~~ - ISTC, Mod and Spec, ~~drivers~~ are allowed to use a new set per final heat.

Remarks

At the general request of the drivers and team managers present at the European Championship in Utrecht.

Proposed by: EFRA, Bultynck Krist

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

7.4.11.

All set of tyres for qualification have to be returned by the driver by the end of each qualification day to the organizer (tyre impound). Not returning the tyres in the announced time by the organizer will be punished with the loss of the best heat. The not returned set of tyres have to be checked and released for further use by the technical inspection.

To assist competitors maintain consistent heights when using different wheels/tyres, dimensions R and S will be measured with the chassis on a 15.0 mm block. Dimensions will be based on a 5 mm ground-clearance and will therefore be :- R = 122 mm, S = 45 mm.

Proposal

All set of tyres for qualification have to be returned by the driver by the end of each qualification day to the organizer (tyre impound). Not returning the tyres in the announced time by the organizer will be punished with the loss of the best heat. The not returned set of tyres have to be checked and released for further use by the technical inspection.

To assist competitors maintain consistent heights when using different wheels/tyres, dimensions R and S will be measured with the chassis on a ~~15~~ **10.0** mm block. Dimensions will be based on a 5 mm ground-clearance and will therefore be :- R = ~~122~~ **117** mm, S = **50 mm**. Any modification to dimension S, such as Lexan or tape, is no longer permitted in Efra competitions. Dimension S will be a maximum of 45 mm. Measured on 10 mm blocks, the maximum dimension will be 50 mm.

Remarks

As we have noticed that the moulds of the Lexan bodies are becoming increasingly compact and the rear spoiler is attached so close to the final body during construction, it is becoming more difficult for the driver to maintain the correct height of max. 35 mm when cutting out the body shell. In tests carried out by us, we have found that the difference at a height of max. 45 mm is almost non-existent. This makes it much easier for the driver to comply with the rule as described in the proposal. The 10 mm blocks will be the same as in the Ifmar rules, the height of the bodyshell will stay the same.

Proposed by: EFRA, Bultynck Krist

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

8.4.

Bodies:

Only Formula 1 body styles are allowed. Body must be painted in a race inspired theme. Single colour themes are allowed but you must the included sticker sheet to detailed the car.

All cars must have a drivers figure installed in the cockpit.

Proposal

Bodies:

Only Formula 1 body styles are allowed. Body must be painted in a race inspired theme. Single colour themes are allowed but you must the included sticker sheet to detailed the car.

All cars must have a drivers figure installed in the cockpit. The rearmost point of the body must not protrude higher than the height of the front cockpit line (side dams of the cockpit to be ignored).

Remarks

At the EC 2025, some creative "misuse" of the body positioning to bypass the maximum height wing rule 8.5 have been spotted. To keep the visual integrity and appeal of the F1 class, such misplacement of the body should be avoided. Compare sample pictures (sent to Chris Hardisty).

Proposed by: SRCCA, Frattaroli Andres

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**

9. ELECTION OF SECTION CHAIRMAN.

The 1/12 Electric Chairman Mr Krist Bultynck is willing to re-stand

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at