



EFRA ANNUAL SECTION MEETING
7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

MINUTES 1:8 Off Road

SATURDAY 8th of November 2025.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

Meeting is opened at 14:26 with a warm welcome by the Section Chairman.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Ireland, Slovak, Croatia, Germany... Member Countries present, allocations etc:

MEMBER COUNTRIES PRESENT

COUNTRY	PRESENT	
AUSTRIA	Thomas Stuck	
BELGIUM	Kevin Vanderele	
DENMARK	Steen Jeffers	
ESTONIA	Hendrik Lainemae	
FINLAND	Max Mört	
FRANCE	Marie Nironi	Bruno Jasmin
GREAT BRITAIN	Mark Rumble	
ITALY	Maurizio Rivera	
NETHERLANDS	Raymond Houtman	
NORWAY	Ronny Myre	
PORTUGAL	Jose Figueiredo	
SPAIN	Fernando Abalo	Alex Valls
SWEDEN	Nils Lindsback	
SWITZERLAND	Erwin Degros	
TOTAL	14	
Other people present: Frank Mckinney from EFRA media-		

COUNTRY	PRESENT	EC A	EC B	EC ELECTRIC	EC +40	WC USA
AUSTRIA		12	12	15	35	4
BELGIUM			2	3		
BULGARIA		3	0	0	0	0
CROATIA						
CZECH REP.						
DENMARK		2	5	5	5	1
ESTONIA		0	2	33	3	
FINLAND		4	1	13	2	3
FRANCE		20	20	20	16	10
GEORGIA						
GERMANY		10	5	4	24	9
GREAT BRITAIN		12	16	8	12	10
GREECE						
HUNGARY						
IRELAND		4	9	2	6	2
ITALY		22	22	17	15	13
LUXEMBOURG						
MONACO						
NETHERLANDS		5	5	3		1
NORWAY		5		2		2
POLAND						
PORTUGAL		10	10	2		4
SLOVAK REP.						
SLOVENIA						
ROMANIA						
SPAIN		50	30	20	8	12
SWEDEN		11		7	15	5
SWITZERLAND		10	15	5	10	3
TURKEY						
UKRAINE						
TOTAL		180	154	159	151	79

Allocations can be changed till January 21th 2026.

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024:

Matters arising from the minutes: HV rule ban situation was discussed and commented.

The minutes were checked and accepted as written at the AGM 2024.

The following person has been elected to check the minutes of this year:
Raymond Houtman

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2025 season: no big deals as usual.

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman, including results from all EFRA events and the list of drivers not eligible for EFRA European Championship B 2026.

6. EC'S AND GP'S 2026 & successive

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

Year/Date	Status	Country	Venue
2027	EC Electric	Austria	Fehring
2027	EC A	Austria	Fehring
2027	EC B	Austria	Fehring
2027	EC A	Italy	Ongaroring
2027	EC B	Italy	Ongaroring
2027	EC Masters40+	Italy	Ongaroring
2027	EC Masters40+	France	Bermont TTRC90
2027	EC B	Estonia	Rakvere
2027	EC B	Spain	La Masia Raceway
2027	EC B	Netherlands	Ma(t)ch-One (****)

Final Race calendar 2026 1/8th Off Road

Date	Status	Country	Venue
5-7 June 2026	IR The Italian Race	Italy	Gussago
23-27 June 2026	EC A	Spain	Madrid
17-19 July 2026	EC Electric	Estonia	Rakvere
28-30 Aug 2026	EC B	Portugal	Macainhas
11-13 Sept 2026	EC Masters40+	Austria	Fehring
27 Sep-3 Oct 2026	IFMAR IC Worlds	USA	Austin Texas

Future Race calendar Championships 2027

Year/Date	Status	Country	Venue
2027	EC A	Italy	Ongaroeing
2027	EC B	Netherlands	Mach-One
2027	EC Electric8	Austria	Fehring

2027	EC Masters40+	France	Bermont TTTC90
2027	IFMAR E8 Worlds	U.S.A.	T.B.A.

As rule says, adjustments at allocations can be made without financial implications up to 21 January 2026.

Allocations will be made to each country as it was previously decided past AGM unless otherwise stated at the next EFRA AGM with the obvious adjustment still possible to be made until 21th January as the rule mandates.

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

1.1.

The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA AGM annually according the following chart.
(see handbook)

Proposal

The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA AGM annually according to the following chart.
(see handbook) AMEND THE CHART COMPLETELY!!!

Remarks

To get rid of minimum old references no longer in use for more than 10 years... & to adapt it to reality XXI century.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: FBA

The proposal: o Passed Unanimously

Current Rule

1.2.

EC A+ with more than 150 drivers can only be allocated to federations that have already organized a successful EC B or EC A in the precedent years.

The National Federation must confirm the capacity of the organizer for an event with more than 150 drivers. In order to ensure the appropriate rotation in the venues of ECA & ECB, when considering applications for each kind of event, the venues who had not allocated one of those in the preceeding 3 years will have preference.

Proposal

~~EC A+ with more than 150 drivers can only be allocated to federations that have already organized a successful EC B or EC A in the precedent years.~~

The National Federation member must confirm the capacity of the organizer for an event with more than ~~150~~ 120 drivers. In order to ensure the appropriate rotation in the venues of ~~ECA & ECB~~ the European Championships, when considering applications for each kind of event, the venues who had not allocated one of those in the preceding 3 years will have preference.

Remarks

- 1st. - To get rid of the lower minimum references, even at the chart on the head of the article 1, among those the reference to old 150 standard maximum (groups of 10 drivers) and 120 one...
- 2nd. - To make the National Federation member responsible of the organizer capacities...
- 3rd. - All EFRA European Championships must rotate, not only A & B.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: SRCCA

The proposal: o Passed Unanimously

Current Rule

1.5.

A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first forty (50) places of any of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing in the last 15 years. To be run if possible the 2nd weekend of June.

Proposal

A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first forty ~~(50)~~ (40) places of any of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing in the last 15 years. To be run if possible the 2nd weekend of June.

Remarks

Typo, written 50 instead of 40, 40 is the correct figure.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: SBF

The proposal: o Passed Unanimously

Current Rule

2.1.

All Events, formats and timetables should be adapted to the real number of entrants and facilities. The 3 days events, i.e. the GP, the European Championship for B class drivers and all other ECs but ECA will have the same format as specified in the following rules adapted to a 3 day event with only four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to 120 drivers, special allowance can be given by the EFRA AGM Section Meeting up to a maximum figure of 144 drivers, and reseeding of the heats will only be done in case of clear necessity on the criteria of the R.D. and Referee. Order of the rounds will be always the same, from 1 to 12. With the fastest drivers into the last groups. At the GP held at the event intended to host the European Championships in the previous year and in the same year i.e. the warm up event, the full race program should be used and tested including the reseeding of heats after practice.

Proposal

All Events, formats and timetables should be adapted to the real number of entrants and facilities. The 3-day events, i.e. the GP, the European Championship for B class drivers and all other ECs but ECA will have the same format as specified in the following rules adapted to a 3-day event with only four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to ~~120~~ 144 drivers, special allowance can be given by the EFRA AGM Section Meeting ~~Meeting~~ Meeting/chairman up to a maximum figure of ~~144~~ 156 drivers, and reseeding of the heats ~~at other events different than European Championships~~ will only be done in case of clear necessity on the criteria of the R.D. and Referee. Order of the rounds will be always the same, from 1 to 12. With the fastest drivers into the last groups. At the ~~GP~~ International event held at the ~~event venue~~ intended to host the European Championships in the previous year and in the same year i.e. the warmup event, the full race program should be used and tested including the reseeding of heats after practice.

Remarks

- 1.- Get rid of the old limits of 120 (groups of 10 cars).
- 2.- Allowance to arrive to 156 (12 groups of 13 cars).

3.- Reseeding is done at ALL European Championships.

4.- We have not been using GP format at least last 6 or 7 years, a reference to an International event will suffice.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: NOMAC

The proposal: o Passed Unanimously

Current Rule

2.1.

All Events, formats and timetables should be adapted to the real number of entrants and facilities. The 3 days events, i.e. the GP, the European Championship for B class drivers and all other ECs but ECA will have the same format as specified in the following rules adapted to a 3 day event with only four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to 120 drivers, special allowance can be given by the EFRA AGM Section Meeting up to a maximum figure of 144 drivers, and reseeding of the heats will only be done in case of clear necessity on the criteria of the R.D. and Referee. Order of the rounds will be always the same, from 1 to 12. With the fastest drivers into the last groups. At the GP held at the event intended to host the European Championships in the previous year and in the same year i.e. the warm up event, the full race program should be used and tested including the reseeding of heats after practice.

Proposal

All Events, formats and timetables should be adapted to the real number of entrants and facilities. The 3-day events, i.e. the GP, the European Championship for B class drivers and all other ECs but ECA will have the same format as specified in the following rules adapted to a 3-day event with only **three (3) or** four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to 120 drivers, special allowance can be given by the EFRA AGM Section Meeting up to a maximum figure of 144 drivers, and reseeding of the heats will only be done in case of clear necessity on the criteria of the R.D. and Referee. Order of the rounds will be always the same, from 1 to 12. With the fastest drivers into the last groups. At the GP held at the event intended to host the European Championships in the previous year and in the same year i.e. the warmup event, the full race program should be used and tested including the reseeding of heats after practice.

Remarks

To make possible to run only 3 rounds of Qualifying, if huge number of entrants, taking out some stress out of organisers, drivers, and referees.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: FFVRC

The proposal: o Passed Unanimously

Current Rule

2.2.

QUALIFICATION HEATS:

a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director.

b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.

c) Starting for qualifying will be with "Flying start". The track will be opened normally with a 3 minute warning to the start, this will be announced through the sound system, you will also get the time "2 minutes to start", "1 minute to start", "30 seconds to start" and "10 seconds to start". Deliberate stops waiting for the signal at the track and cutting the track to find a better position in it are infringements to be penalized unless otherwise authorized by common decision of the Race Director and the Referees communicated at the Team Manager Meeting

The announcement: "Clock is running" will indicate that the heat has started.

All qualifying runs and finals are ran by "time plus next lap" system.

Qualifying heats are of 5 minutes duration.

d) All drivers will be entitled to a sub-final.

e) Heats will be run, normally, in the following sequence for the 5 qualifying rounds:

Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15

Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3

Round 3: 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6

Round 4: 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9

Round 5: 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11.

f) When the first car finish its qualifying time then no other car is allowed to exit the pit lane after being served by the mechanics.

Proposal

QUALIFICATION HEATS:

a) If the host country wants to, and the facilities can accommodate 180 drivers, practice & qualifying rounds can be up to 15 cars. This decision will be made by the EFRA Section Chairman, the Referee and the Race Director.

b) Each driver should be entitled to ~~a maximum of~~ 5 attempts at qualification, weather permitting.

c) Starting for qualifying will be with "Flying start". The track will be opened normally with a 3-minute or a 2-minute warning to the start, this will be announced through the sound system, you will also get the time "2 minutes to start", "1 minute to start", "30 seconds to start" and "10 seconds to start". Deliberate stops waiting for the signal at the track and cutting the track to find a better position in it are infringements to be penalized unless otherwise authorized by common decision of the Race Director and the Referees communicated at the Team Manager Meeting

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e) Heats will be run, normally, in the following sequence for the 5 qualifying rounds:

Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15

Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3

Round 3: 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6

Round 4: 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9

Round 5: ~~4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15~~, 12.

f) When the first car finishes its qualifying time then no other car is allowed to exit the pit lane after being ~~served~~ touched by the ~~mechanics~~ mechanic.

Remarks

Comments are split by reference letters, to letter

a) Not only qualifying ones but also practice ones, yes I know this rule is referred basically to qualifying heats, but to make it clearer does not hurt.

b) A maximum of 5? if there are only 60 drivers at a track why not go to try 6 or 7?

c) The announcement usually can be either 3 or 2 minutes...

e) The heat order at the Handbook is in any event wrong, last round was done based in pairs of groups and other 4 rounds are based in groups of 3 heats..., crazy, so we will try to stick to one of the 2 systems...

f) It does not matter if the car is served or not, he cannot leave the pitlane when the first one finish its qualifying if mechanics had touched it (if he enters the pit lane by mistake and remains untouched he can come back to finish his lap).

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: DASU

The proposal: o Passed with 12 for, 1 against and 0 abstentions.

Current Rule

2.3.

TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order.

On Tuesday there will be at least 5 rounds of practice, all of at least 5 minutes track time.

On Wednesday before the start of the 2 rounds of reseeding there will be a "track shake-down round" early in the morning, only the Wednesday reseeding rounds will count for reseeding. These rounds will be of 10 minutes duration with the last 5 minutes timed. Announced as rule 2.2. if needed. Best 3 consecutive laps inside the whole 10 minutes or the complete last 5 minutes may be used for reseeding purposes. The selection of the reseeding system is done by the race director, the Timekeeper and the Referees and must be clearly advised before the start of practice.

Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the laps & times of the best result will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 drivers will be place in the last 2 heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first 2 drivers take 1st place in the last 2 heats, next 2 in second place and so on. Use this system to include 144/180 drivers and avoid small teams being placed in the same heat.

The sort out problems round after reseeding can be done either the afternoon immediately after the opening ceremony or early morning the next day.

Proposal

TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order.

On Tuesday there will be at least 5 rounds of practice, all of at least 5 minutes track time.

On Wednesday before the start of the 2 rounds of reseeding there will be a "track shake-down round" early in the morning, only the Wednesday reseeding rounds will count for reseeding.

These rounds will be of ~~40~~ 9/10 minutes duration with at least the last 5 minutes timed. Announced as rule 2.2. if needed. ~~Best 3~~ The best 2/3 consecutive laps inside the whole ~~40~~ 9/10 minutes or the complete last 5 minutes may be used for reseeding purposes. The selection of the reseeding system is done by the ~~race-director~~ Race Director, the Timekeeper and the Referees and must be clearly advised before the start of practice.

Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the laps & times of the ~~best~~ result taken into consideration will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 36 drivers will be place in the last 2 3 heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first 2 3 drivers take 1st place in the last 2 3 heats, next 2 3 in second place at the immediate preceeding 3 heats and so on. Use this system to include 144/180 drivers and avoid small teams being placed in the same heat.

The sort out problems round after reseeding, if needed, can be done either the afternoon immediately after the opening ceremony or early morning the next day.

Remarks

- 1.- Many times instead of 10 minutes were using 9 minutes, so open it to that possibility.
- 2.- The unused result will never be considered, not even in the event of a tie.
- 3.- Reseeding either by 36 or by 24... anyhow, whatever the decision is done, the scheme should be adapted to.
- 4.- Sort out problems round can be replaced by a longer initial practice of Q1.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: OFMAV

The proposal: Amended by AKK

Seconded by BRCA

TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order.

On Tuesday there will be at least 5 rounds of practice, all of at least 5 minutes track time.

On Wednesday before the start of the 2 rounds of reseeding there will be a "track shake-down round" early in the morning, only the Wednesday reseeding rounds will count for reseeding.

These rounds will be in between 8 to 10 minutes duration with at least the last 5 minutes timed. Announced as rule 2.2. if needed. ~~Best 3~~ The best 2/3 consecutive laps inside the whole in between 8 to 10 minutes or the complete last 5 minutes may be used for reseeding purposes. The selection of the reseeding system is done by the ~~race-director~~ Race Director, the Timekeeper and the Referees and must be clearly advised before the start of practice.

Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the laps & times of the ~~best~~ result taken into consideration will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 36 drivers will be place in the last 2 3 heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first 2 3 drivers take 1st place in the last 2 3 heats, next 2 3 in second place at the immediate preceeding 3 heats and so on. Use this system to include 144/180 drivers and avoid small teams being placed in the same heat.

The sort out problems round after reseeding, if needed, can be done either the afternoon immediately after the opening ceremony or early morning the next day.

The amendment: o Passed Unanimously

Current Rule

2.5.

FINALS

All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of 15 minutes duration, after the first exhibition final.

Marshaling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: 1.-By providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshal then the driver can not race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of ,the Christmas Tree with the non-filled positions over 8th position to be covered by providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, with same penalty for positions 1-8 non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals. First semifinal to start no sooner than 15 minutes after the end of practices. If the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 driver in the main final, then the winner of the under 17 final will be the junior European Champion.

Proposal

FINALS

All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi-final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of 15 minutes duration, after the first exhibition final.

Marshaling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: **4**

1.-By providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshal then the driver cannot race and must cover that empty position and/or **2**

2.-The driver marshal the precedent final of his side of ,the Christmas Tree with the non-filled positions over 8th position to be covered by another system, either Organizing volunteers, nations responsibility distribution of positions 9 to 12 or providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, with same penalty for positions 1-8 non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top ~~3 (three)~~ 4 (four) from each up to the quarter finals progressing to the next sub-final and the first ~~5 (five)~~ 6 (six) from each semi-final progressing to the Main Final. ~~After the finish of Before~~ the quarter finals each semi-finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). ~~Q~~ **TQ** driver after qualifying will have the right to practice in both semifinals respecting the right of the semi-B drivers to choose their position. ~~First semifinal to start no sooner than 15 minutes after the end of practices. If the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration. suitable~~ There will be an exhibition final for +40 drivers after the 2 semi-finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top ~~10/12~~ **12** will have the right to compete in this final except those who have reached the semi-finals. There will be ~~an~~ as many exhibition ~~final~~ finals as deemed necessary for under 17 drivers before & after the 40+ final ~~before the main final if needed~~, length of the main one final for juniors will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st of January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top ~~10/12~~ **12** will have the right to compete at this final. In the case of no under 17 driver in the semifinals & main final, then the winner of the under 17 final will be the junior European Champion.

Remarks

- 1.- Changing the system for marshalling for positions 9 to 12, allowing more possibilities.
- 2.- Remove references to systems with 10 cars, only 1 Christmas tree, then only the tree with 12 cars.
- 3.- Bring the practice of semis to be ahead of 1/4 finals.
- 4.- Clarify that the right of the TQ man will not affect the right of the others.
- 5.- Make the +40 exhibition final not compulsory.
- 6.- Make possible to have as many junior finals as needed.
- 7.- Include the semifinal drivers as possible winner of Junior title.

Proposed by: EFRA, Gomez Ambrosio Carlos
Seconded by: AKK
The proposal: o Passed Unanimously

Current Rule

2.5.

FINALS

All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of 15 minutes duration, after the first exhibition final.

Marshalling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: 1.-By providing a marshall by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshall then the driver can not race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of ,the Christmas Tree with the non-filled positions over 8th position to be covered by providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, with same penalty for positions 1-8 non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals. First semifinal to start no sooner than 15 minutes after the end of practices. If the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 driver in the main final, then the winner of the under 17 final will be the junior European Champion.

Proposal

FINALS

All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi-final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of ~~45~~ 10 minutes duration, after the first exhibition final.

Marshalling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: 1.-By providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshal then the driver cannot race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of ,the Christmas Tree with the non-filled positions over 8th position to be covered by providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, with same penalty for positions 1-8 non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final together with the winner of the LCQ. After the finish of the quarter finals each semi-finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals. First semifinal to start no sooner than 15 minutes after the end of practices. If the first sub final is 1/1024 or less then all sub finals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi-finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi-finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st of January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 drivers in the main final, then the winner of the under 17 final will be the junior European Champion.

Remarks

10 minutes instead of 15 minutes for the LCQ.
Include the mention to LCQ winner entering into the main final.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: AECAR

The proposal: o Passed with 10 for, 2 against and 1 abstentions.

Current Rule

2.5.

FINALS

All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of 15 minutes duration, after the first exhibition final.

Marshaling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: 1.-By providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshal then the driver can not race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of ,the Christmas Tree with the non-filled positions over 8th position to be covered by providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, with same penalty for positions 1-8 non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals. First semifinal to start no sooner than 15 minutes after the end of practices. If the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 driver in the main final, then the winner of the under 17 final will be the junior European Champion.

Proposal

FINALS

All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi-final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of 15 minutes duration, after the first exhibition final.

Marshaling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: 1.-By providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshal then the driver cannot race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of ,the Christmas Tree with the non-filled positions over 8th position to be covered by providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, with same penalty for positions 1-8 non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi-finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals. First semifinal to start no sooner than 15 minutes after the end of practices. If the first sub final is 1/1024 or less then all sub finals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi-finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi-finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st of January of the year of competition. Drivers will qualify for that final according to their results

achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 drivers in the main final, then the winner of the under 17 final will be the junior European Champion.

a 3 side christmas tree, A, B & C, might be used if deemed necessary up to the 2 definitive semifinals prior to the main final/finals.

Remarks

To make it possible to have more preparation time, more room for more drivers, more fun.
To evolve a format coming from more than 40 years ago.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: SBF

The proposal: o Passed Unanimously

Current Rule

2.6.

TIMETABLE

The timetable for E.C. shall be as follows: The Race Organiser should schedule all events for each day to be completed and the track closed by 20:00. Maximum daily activity at the track to be 12 hours

TUESDAY	A.M.	Registration & Technical Inspection + 1st, 2nd rounds Timed Practice (5 minutes)
	P.M.	3rd, 4th & 5th round Timed Practice (5 minutes)
WEDNESDAY	A.M.	Early in the morning shake-down round+ from 10:00 2 reseeding rounds (10 minutes)
	P.M.	OPENING CEREMONY Reseeding of drivers from reseeding round points. Top 24 in last 2 heats 25-48 in next preseeding 2 heats 49-72 in next preseeding 2 heats 73-96 in next preseeding 2 heats 97-120 in next preseeding 2 heats 121-144 in next preseeding 2 heats 145-180 in first 3 heats 1 round of timed practice to sort out problems
THURSDAY		3 rounds qualifying
FRIDAY	A.M.	2 rounds qualifying
	P.M.	1/8192 Finals A & B (A is run first) 1/4096 Finals A & B 1/2048 Finals A & B 1/1024 Finals A & B 1/512 Finals A & B 1/256 Finals A & B 1/128 Finals A & B
SATURDAY		1/64 Finals through to "A" Final Final to commence 15.30

Official Prize Giving ceremony to be held after Main Final at a time to be announced by the Organisers.

Proposal

TIMETABLE

The timetable for E.C. shall be as follows: The Race Organiser should schedule all events for each day to be completed and the track closed by 20:00. Maximum daily activity at the track to be 12 hours

TUESDAY	A.M.	Registration & Technical Inspection + 1st, 2nd rounds Timed Practice (5 minutes)
	P.M.	3rd, 4th & 5th round Timed Practice (5 <u>(at least 5)</u> minutes)
WEDNESDAY	A.M.	Early in the morning shake-down round+ from 10:00 2 reseeding rounds (10 <u>(9/10)</u> minutes)
	P.M.	OPENING CEREMONY Reseeding of drivers from reseeding <u>best reseeding</u> round points. Top 24 in last 2 heats 25-48 in next preseeding <u>preceeding</u> 2 heats 49-72 in next preseeding <u>preceeding</u> 2 heats 73-96 in next preseeding <u>preceeding</u> 2 heats

		97-120 in next preseeded preceeding 2 heats
		121-144 in next preseeded preceeding 2 heats
		145-180 in first 3 bottom heats
		1 round of timed practice to sort out <u>problems if needed</u>
THURSDAY	3 rounds qualifying	
FRIDAY	A.M.	2 rounds qualifying
	P.M.	1/8192 Finals A & B (A is run first)
		1/4096 Finals A & B
		1/2048 Finals A & B
		1/1024 Finals A & B
		1/512 Finals A & B
		1/256 Finals A & B
		1/128 Finals A & B
SATURDAY		1/64 Finals through to "A" Final
		Final to commence 15 <u>16</u> :30

Official Prize Giving ceremony to be held after Main Final at a time to be announced by the Organisers.

Remarks

Make it clear that all the possibilities we have already proposed, get rid of finals with 10 cars, reseeding still proposed on system of pairs, to be adapted if voted of groups of 36. final to start 16:30

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: BRCA

The proposal: Passed with 7 for, 1 against and 3 abstentions.

o Amended by AKK

Seconded by SBF

but Rejected with 1 for, 7 against and 4 abstentions.

Current Rule

2.7.2.

TIMED PRACTICE SYSTEM

- a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of 10 minutes track time if possible. The two (2) last rounds of controlled practice, (named as 4th & 5th previously) will count for reseeding and be known as Reseeding Round 1 & 2. These rounds will be of 10 minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each reseeding round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the best time and laps out of the counted result will be taken into account to solve the tie.
- b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 drivers will be placed in the last 2 heats with equal number of each country up to a maximum of 5 drivers in each heat. The first 2 drivers take 1st place in the last 2 heats, next 3 in second place at each heat and so on. Use this system to include 120/144 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning.

Proposal

TIMED PRACTICE SYSTEM

- a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of ~~40~~ 9/10 minutes track time if possible. The two (2) last rounds of controlled practice, (named as 4th & 5th previously) will count for reseeding and be known as Reseeding Round 1 & 2. These rounds will be of ~~40~~ 9/10 minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each reseeding round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the best time and laps out of the counted result will be taken into account to solve the tie.
- b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 drivers will be placed in the last 2 heats with equal number of each country up to a maximum of 5 drivers in each heat. The first 2 drivers take 1st place in the last 2 heats, next ~~3~~ 2 in second place at each heat and so on. Use this system to include ~~120/144~~ 144 drivers and avoid small teams being placed in the same heat. The sort out problems round

after reseeding, if suitable, can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning either by a short round or making longer the practice of the first round of qualifying.

Remarks

9/10 mins for reseeding rounds, not 10 minutes compulsory.

Pairs of quality all over, alternative to think on 36 cars, groups of 3.

Get rid of the mention to 120 cars.

Make it possible to avoid compulsory SOP and change it for a longer practice at Q1, if needed.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: ..AKK.....

Amended by AKK

Seconded by BRCA

TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of ~~40~~ **in between 8 to 10** minutes track time if possible. The two (2) last rounds of controlled practice, (named as 4th & 5th previously) will count for reseeding can be known as Reseeding Round 1 & 2. These rounds will be of ~~40~~ **in between 8 to 10** minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each reseeding round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the best time and laps out of the counted result will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 36 drivers will be place in the last 3 heats with equal number of each country up to a maximum of 5 drivers in each heat. The first 3 drivers take 1st place in the last 3 heats, next 3 in second place at each heat and so on. Use this system to include ~~120/144~~ **144 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding, if suitable, can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning either by a short round or making longer the practice of the first round of qualifying.**

The amendment Passed Unanimously

Current Rule

2.7.4.

FINALS 12 fastest drivers will qualify for A-final.

Drivers placed from 13 to 25 will be placed to B-final.

1-12 -> A-final

13-24 -> B-final

25-36 -> C-final

37-48 -> D-final

49-60 -> E-final

61-72 -> F-final

73-84 -> G-final

All finalists are entitled to a last chance final. There will be 13 drivers in each LCQ and the fastest will bump up to the upper final, starting from the 13th position on the grid. The grid slot of the bumped-up car will be left empty.

From there the finals will run from lower finals towards A-final.

Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points. The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second best position will be compared. When some drivers of a final do not run a final, they will be awarded maximum points +1. If final rounds are cancelled due to weather conditions, 1 out 1 or 2 rounds is calculated.

Only at FINAL A: 300 seconds (4 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the race director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the race director). The remaining cars are allowed to be switched off only.

For any Class that has rules that decides the Champion at EC or GP events by running multiple 'A'(Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to 'A' (Main) Finals.

Proposal

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to ~~25~~ 24 will be placed to B-final.
1-12 -> A-final
13-24 -> B-final
25-36 -> C-final
37-48 -> D-final
49-60 -> E-final
61-72 -> F-final
73-84 -> G-final

and so on...

All finalists are entitled to a 7 min. last chance final except the Final A ones that will run a 9 mins. practice.
There will be ~~43~~ 12 drivers in each LCQ and the fastest will bump up to the upper final, starting from the 13th position on the grid. The grid slot of the bumped-up car will be left empty. From there the finals will run from lower finals towards A-final.

Duration of finals will be ~~40~~ 9/10 minutes. All finals are run 3 times, counting 2 fastest by points.

The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second-best position will be compared.

When some drivers of a final do not run a final, they will be awarded maximum points +1.

If final rounds are cancelled due to weather conditions, 1 out of 1 or 2 rounds is calculated.

Only at FINAL A: 300 seconds (~~4~~ 5 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the race director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the race director). The remaining cars are allowed to be switched off only.

For any Class that has rules that decides the Champion at EC or GP events by running multiple 'A'(Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to 'A' (Main) Finals.

As an alternative system for finals a 3 side, A&B&C, Christmas tree with 4 bump-ups for race can be used up to the Main final or to 2 extra semifinals.

Remarks

LCQ at levels, 12 cars starting 1 bumping up to the next, but as 1 will come from precedent final, then all finals with 12 cars except Final A with 13 cars.

no longer practice runs, only for Final A drivers, the rest are competing to upgrade 1 level of final.

7 mins, LCQ's all over.

300 seconds are 5 minutes not 4.

Alternative 3 sided Christmas tree gives much more bump-up chances (4 instead of 1 or Zero), but gives only 1 final time for the ones not progressing.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: FBA

Amended by AKK

Seconded by FBA

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to ~~25~~ 24 will be placed to B-final.

1-12 -> A-final
13-24 -> B-final
25-36 -> C-final
37-48 -> D-final
49-60 -> E-final
61-72 -> F-final
73-84 -> G-final

and so on...

All finalists are entitled to a 7 min. last chance final except the Final A ones that will run a 10 mins. practice.

There will be ~~43~~ 12 drivers in each LCQ and the fastest will bump up to the upper final, starting from the 13th position on the grid. The grid slot of the bumped-up car will be left empty. From there the finals will run from lower finals towards A-final.

Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points.

The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and

times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second-best position will be compared.

When some drivers of a final do not run a final, they will be awarded maximum points +1.

If final rounds are cancelled due to weather conditions, 1 out of 1 or 2 rounds is calculated.

Only at FINAL A: 300 seconds (~~4~~ 5 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the race director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the race director). The remaining cars are allowed to be switched off only.

For any Class that has rules that decides the Champion at EC or GP events by running multiple 'A'(Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to 'A' (Main) Finals.

As an alternative system for finals a 3 side, A&B&C, Christmas tree with 4 bump-ups for race can be used up to the Main final or to 2 extra semifinals.

The amendment o Passed Unanimously

Current Rule

2.7.5.

TIMETABLE

Friday: Registration and technical inspection 3 rounds of free practice 5 minutes of duration 2 rounds of timed practice for reseeding, 10 minutes in duration Opening ceremony Sort out problem round (if needed)

Saturday: 5 rounds of qualifying

Sunday Last chance final 3 rounds of finals Exhibition final (youth and/or +40) Price giving ceremony All days recommended to end by 18:30.

Proposal

TIMETABLE

Friday: Registration and technical inspection, 3 rounds of free practice 5 minutes of duration & 2 rounds of timed practice for reseeding, ~~40~~ 9/10 minutes in duration ± Opening ceremony. Sort out problem round (if needed)

Saturday: 5 3/4/5 rounds of qualifying

Sunday: Last chance ~~final~~ finals or 3 side, A&B&C subfinals + Final A practice, 3 rounds of finals, Exhibition final (youth and/or +40) (those can be also scheduled on Saturday). Price giving ceremony

All days recommended to end by 18:30.

Remarks

- 1.- Make it possible to make reseeding in 9 min rounds.
- 2.- Make it possible to have 3 or 4 or 5 qualification rounds.
- 3.- Make almost all LCQ instead of practices.
- 4.- Make it possible to run exhibition finals on Saturday as well.
- 5.- Or make it possible alternative format of finals with a 3-sided Christmas tree.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: SBF

Amended by AKK

Seconded by BRCA

TIMETABLE

Friday: Registration and technical inspection, 3 rounds of free practice 5 minutes of duration & 2 rounds of timed practice for reseeding, ~~40~~ 8 to 10 minutes in duration ± Opening ceremony. Sort out problem round (if needed)

Saturday: 5 3/4/5 rounds of qualifying

Sunday: Last chance ~~final~~ finals or 3 side, A&B&C subfinals + Final A practice, 3 rounds of finals, Exhibition final (youth and/or +40) (those can be also scheduled on Saturday). Price giving ceremony

All days recommended to end by 18:30.

The amendement o Passed Unanimously

Current Rule

3.

TRACK

Minimum Width: 4 metres with 25 cm tolerance, and a possible exception for 10-12 meters chicane with a minimum there of 3 meters wide.

Minimum Length: 250 metres

Proposal

TRACK

Minimum Width: 4 metres with 25 cm tolerance, and a possible exception for 10-12 meters chicane with a minimum there of 3 meters wide.

Minimum Length: ~~250~~ 300 metres

Minimum recommended standard laptime 36 seconds.

Remarks

We need longer tracks to be able to accommodate 12/13 cars.

So that we move forward from 250 minimum to 300 meters minimum.

lap times of 36 seconds will allow room enough for spreading cars all over the track, smaller tracks cause too much stress for everyone, drivers, referees, lap counters.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: SRCCA

The proposal: o Passed Unanimously

Current Rule

3.1.

SURFACE

Artificial surfaces should be of the same type used for road construction.

They must not be potentially dangerous or pollutant.

Within the total length of the track 50 percent (50%) minimum must be from natural soil.

Any section made from artificial surface must not be longer than ten (10) metres.

A natural soil section must always separate two (2) artificial surface sections.

At place of the lap counting antenna, there must not be any metallic structure.

Deterioration of the natural soil area must not uncover obstacles in the transit area between natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).

The track must be suitably drained.

Proposal

SURFACE

~~Artificial surfaces should be of the same type used for road construction.~~

~~They~~ Any surface must not be potentially dangerous or pollutant.

Within the total length of the track, at least 50 percent (50%) of it minimum must be from natural soil.

Any section made from artificial surface must not be longer than ~~ten (10)~~ twenty (20) metres.

A natural soil section ~~must always~~ should separate two (2) artificial surface sections.

At place of the lap counting antenna, there must not be any metallic structure.

Deterioration of the natural soil area must not uncover obstacles in the transit area between natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).

The track must be suitably drained.

Remarks

Not an easy rule.

Most of the real used surfaces do not come from road construction, carpet, artificial grass, tiles, wood etc

Artificial sections can be 20 meters easily nowadays

Separation among 2 artificial surfaces is not needed to be done by soil, it may come one after another easily.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: DASU

The proposal: Passed with 11 for, 0 against and 2 abstentions.

Current Rule

3.1.

SURFACE

Artificial surfaces should be of the same type used for road construction.
They must not be potentially dangerous or pollutant.
Within the total length of the track 50 percent (50%) minimum must be from natural soil.
Any section made from artificial surface must not be longer than ten (10) metres.
A natural soil section must always separate two (2) artificial surface sections.
At place of the lap counting antenna, there must not be any metallic structure.
Deterioration of the natural soil area must not uncover obstacles in the transit area between natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).
The track must be suitably drained.

Proposal

SURFACE

Artificial surfaces should be of the same type used for road construction.
They must not be potentially dangerous or pollutant.
Within the total length of the track 50 percent (50%) minimum must be from natural soil.
Any section made from artificial surface must not be longer than ten (10) metres.
A natural soil section must always separate two (2) artificial surface sections.
At place of the lap counting antenna, there must not be any metallic structure.
A video recording will be made from the lap counting loop for the purpose of disputes and laps checking.
Deterioration of the natural soil area must not uncover obstacles in the transit area between natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).
The track must be suitably drained.

Remarks

At IFMAR general rules, rule 1.20, there is the following sentence "an audio/video tape recording may be made for the purpose of future reference, disputes and promotion."
At IFMAR 8th scale Buggy rules (at both classes) either 3.9.p or 3.8.p the sentence is "Automatic lap counting, with cumulative and split lap times will be in place for each car. An audio/video tape recording will be made from the timing loop."
There is a proposal at general rules to try to implement the non-obligation of the lap counting team to try to count the laps out of a car with a malfunctioning transponder.
At 1/8 Buggy we have ALWAYS tried to count the laps of every car as much as possible.
We do thank a lot to our dedicated Timekeeping supervisors and to our lap counting teams, and their efforts in order to make the race fair is a transponder problem occur.
We don't want to see a winner of a race not taking his clearly achieved result, i.e. Mr. Lee Martin at last EuroMasters40+ semifinal, because a malfunction of his P.T.
We don't want/need to see 2 transponders plugged on the same car to avoid to lose a race due to this kind of problem.
The Section has the Video Camera, its tripod, and its memory cards (several) each one able to record a complete day of racing at the lap counting antenna. Let us use it.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: OFMAV

The proposal: o Passed with 11 for, against and 2 abstentions.

Current Rule

3.2.

JUMPS AND OBSTACLES

Their sizes must be in relation with the scale of the car.

Proposal

JUMPS AND OBSTACLES

Their sizes must be in relation with the scale of the car.
Safety for marshalls and spectators is the most important aspect of the design of the track and it's jumps.
The track design must prevent cars flying into marshall positions or spectator areas.

Remarks

To avoid undesired situations. Safety comes first.

Proposed by: EFRA, Gomez Ambrosio Carlos
Seconded by: FFVRC
The proposal: o Passed Unanimously

Current Rule

3.3.

SAFETY

Safety for everybody must be the most important aspect when designing a track and at every moment while race is on progress.

All non authorised people will have to leave the track area when the call 1 minute to start is given.

Press and media will be informed of this rule by the organizer.

Proposal

SAFETY

Safety for everybody must be the most important aspect when designing a track and at every moment while race is on progress.

All non-authorised people will have to leave the track area when the call of 30 seconds or the call 1 minute to start is given.

Press and media will be informed of this rule, that will be enforced by the organiser.

Remarks

Allow to have the possibility to make then leave either at 30 seconds or at 1 minute... not forcing an organiser to stick to 1 precise call, the alternative possibility helps the organizer.

Proposed by: EFRA, Gomez Ambrosio Carlos
Seconded by: AECAR
The proposal: o Passed Unanimously

Current Rule

4.

RACE PROCEDURES

Race procedures shall be as follows with the addition of the non contradictory rules of section 4 of Appendix 1 up to 4.9, basically part of 4.1 (mechanics position), rule 4.3 , rule 4.7.7 to 4.7.11 and rule 4.9 . It is forbidden to cut the track during the warm-up minutes unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.

Rostrum Positions:

Controlled Practice: Drivers may choose any numbered position on the rostrum.

Qualification: Drivers must stand in the rostrum position corresponding to their race number.

Finals: Drivers will enter the rostrum in ascending order and select their rostrum position.

Mechanics: Mechanics must remain in the pit lane positions that correspond to their drivers??? rostrum positions at all times.

In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.

Parc Ferme:

All cars of both semi-finals will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released at the same time , first the LCQ contenders and afterwards the Main final ones.

Delayed Start:

As long as the starter has not called the cars to the start line (30 seconds to the start call), every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay has to start last from the startgrid (11th or 13th position). At the Chart, the one raced and void must be the A side, first column (we always race A first).

Proposal

RACE PROCEDURES

Race procedures shall be as follows with the addition of the non-contradictory rules of section 4 of Appendix 1 up to 4.9, basically part of 4.1 (mechanics position), rule 4.3, rule 4.7.7 to 4.7.11 and rule 4.9. It is forbidden to cut

the track during the warm-up minutes unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is 10 seconds stop & go.

Rostrum Positions:

Controlled Practice: Drivers may choose any numbered position on the rostrum.

Qualification: Drivers must stand in the rostrum position corresponding to their race number.

Finals: Drivers will enter the rostrum in ascending order and select their rostrum position.

Mechanics: Mechanics must remain in the pit lane positions that correspond to their drivers ~~2-??~~ rostrum positions at all times.

In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.

Parc Ferme:

All cars of both semi-finals will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released at the same time, first the LCQ contenders and afterwards the Main final ones.

Delayed Start:

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Remarks

Take out 3 elements:

1st. - 3 question marks after a mention of drivers... those are not needed.

2nd. - The possibility of final with 11 cars, we race always 13 cars, no longer 10 cars finals since ages.

3rd. - The mention of the CHART should not be there, once the change has been done.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: AECAR

The proposal: o Passed Unanimously

Current Rule

5.1.

GENERAL DIMENSIONS:

a) Overall length 550 mm maximum

b) Overall width 310 mm maximum at any point of suspension travel

c) Wheelbase 270 - 330 mm.

d) Overall height measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).

e) Minimum weight is 3.200 kg for 4 WD.

f) No other function than steering and throttle/brake are allowed to be operated with the Radio Control by the driver. Any other electronic system placed in the car different than the personal transponder and a possible switch on-off is not allowed with the sole exception for the Electric cars of its Motor, the Speedo and Fans.

g) Wheel overall diameter must be between 109 and 120 mm. Wheel overall width 47 mm. maximum

h) Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high quality board. The materials will be of suitable thickness to eliminate any distortion.

i) The front of the vehicle chassis must be equipped with a plastic bumper (no metal at all) in such a manner that it will minimise damage in the case of it entering into contact with other participants, marshalls or any person.

The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.

If a front nose protection is installed on the buggy, it must be made from a flexible material that has all edges rounded off.

Proposal

GENERAL DIMENSIONS:

a) Overall length 550 mm maximum

b) Overall width 310 mm maximum at any point of suspension travel. To check the width of the car the measuring box can be set with an angle of 30 degrees. With this angle the car must be able to move out of the box by its own.

c) Wheelbase 270 - 330 mm.

d) Overall height measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).

- e) Minimum weight is 3.200 kg for 4 WD.
- f) No other function than steering and throttle/brake are allowed to be operated with the Radio Control by the driver. Any other electronic system placed in the car different than the personal transponder and a possible switch on-off is not allowed with the sole exception for the Electric cars of its Motor, the Speedo and Fans.
- g) Wheel overall diameter must be between 109- and 120-mm. Wheel overall width 47 mm. maximum
- h) Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high-quality board. The materials will be of suitable thickness to eliminate any distortion.
- i) The front of the vehicle chassis must be equipped with a plastic bumper (no metal at all) in such a manner that it will minimise damage in the case of it entering into contact with other participants, marshals or any person. The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles. If a front nose protection is installed on the buggy, it must be made from a flexible material that has all edges rounded off.

Remarks

- b). - To incorporate the angle of 30 degrees.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: FFVRC

The proposal: o Passed Unanimously

Current Rule

5.4.

TYRES

All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before the Semi and Main Final only. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.

No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.

All EFRA EC's on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system, no use of tyre additives are allowed at all.

Proposal

TYRES

All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before ~~the Semi and Main Final~~ any final longer than 20 minutes only. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.

No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.

All "Cut & Shut" of tyres is strictly forbidden, the only valid modification of a tread pattern is the removal and trimming of pins/blocks/bars.

All EFRA EC's on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system ~~or under a designated pattern system either a single or a multiple choice one~~, no use of tyre additives is allowed at all.

Remarks

IFMAR rules has gone to the length of 20 mins to look previously, we should go the same way.

We need to include on the rules the possibility made this year at EC B with 9 different brands, each one choosing 1 pattern of their own.

To cut the tyres to reduce it's size must not be permitted, it is causing controversy and it might become unsafe.

We make clear that to cut the pins or to shave those is the only purpose made modification allowed.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: FBA

Amended by AKK

Seconded by BRCA

TYRES

All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before ~~the Semi and Main Final~~ any final longer than 20 minutes only. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification. No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.

All EFRA EC's on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system or under a designated pattern system either a single or a multiple choice one. When a designated Tyre System is in Place the only Modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air Holes, no use of tyre additives is allowed at all.

The amendment Passed Unanimously

Current Rule

5.5.

WINGS

The rear wing with a maximum overall size 217 mm length and a chord of no more than 85 mm may be fitted.

-The multiplane wings are authorized

-The width of 85 mm is measured between the lower leading edge and the higher trailing edge.

The side dams of the wing must have the IFMAR dimensions: The side dams of the wing must have a maximum horizontal width of 100 mm and a maximum height of 70 mm.(irrespective of the orientation)

The side dams must be able to contain a square area of minimum 40 mm width and a minimum height of 50 mm to place the car identification numbers.

- The single of multiplane wing must be registered inside the contour of the side dams.

-A front wing, in between the front shock absorber holder and the front of the body-shell is valid, on condition to be made of Lexan or equivalent material (carbon fibre is forbidden) and that it is cut so as not to injure a marshal who may take the car by the front. No sharp angles are allowed, all angles must be rounded.

All other front wings are prohibited, wings on wishbones are prohibited. There will be no other aerodynamic aid to the body-shell other than the 2 wings allowed here.

- The wing and the side dams must be made out of flexible material, no carbon fibre, with angles rounded.

Proposal

WINGS

The rear wing with a maximum overall size 217 mm length and a chord of no more than 85 mm may be fitted.

~~-The This chord to be measured at the central 160 mm of its width with the sole exception of the side dams and a rounded negative countour for side dam reinforcements.~~

INTRODUCE A SECOND DRAWING OR PICTURE

~~-The~~ multiplane wings are authorized

-The width of 85 mm is measured between the lower leading edge and the higher trailing edge.

The side dams of the wing must have the IFMAR dimensions: The side dams of the wing must have a maximum horizontal width of 100 mm and a maximum height of 70 mm. (irrespective of the orientation)

The side dams must be able to contain a square area of minimum ~~40~~ 50 mm width and a minimum height of 50 mm to place the car identification numbers.

- The single of multiplane wing must be registered inside the contour of the side dams.

- A front wing, in between the front shock absorber holder and the front of the body-shell is valid, on condition to be made of Lexan or equivalent material (carbon fibre is forbidden) and that it is cut so as not to injure a marshal who may take the car by the front. No sharp angles are allowed; all angles must be rounded.

All other front wings are prohibited, wings on ~~wishbones~~ any arms are prohibited. There will be no other aerodynamic aid to the body-shell other than the 2 wings allowed here.

- The wing and the side dams must be made out of flexible material, no carbon fibre, with angles rounded.

Remarks

We are seeing new wing designs rather problematic when wrongly cut by the customers.

Wings on arms, not on wishbones, wishbones are the lower ones only.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: BRCA

Amended by AKK

Seconded by: AECAR

WINGS

The rear wing with a maximum overall size 217 mm length and a chord of no more than 85 mm may be fitted.

~~-The This chord to be measured at the central 160 mm of its width with the sole exception of the side dams and a rounded negative contour for side dam reinforcements.~~

INTRODUCE A SECOND DRAWING OR PICTURE

~~-The~~ multiplane wings are authorized

-The width of 85 mm is measured between the lower leading edge and the higher trailing edge.

The side dams of the wing must have the IFMAR dimensions: The side dams of the wing must have a maximum horizontal width of 100 mm and a maximum height of 70 mm. (irrespective of the orientation)

The side dams must be able to contain a square area of minimum ~~40~~ 50 mm width and a minimum height of 50 mm to place the car identification numbers.

- The single of multiplane wing must be registered inside the contour of the side dams.

- A front wing, in between the front shock absorber holder and the front of the body-shell is valid, on condition to be made of Lexan or equivalent material (carbon fibre is forbidden) and that it is cut so as not to injure a marshal who may take the car by the front. No sharp angles are allowed; all angles must be rounded.

All other front wings are prohibited, wings on ~~wishbones~~ any Suspension Component are prohibited. There will be no other aerodynamic aid to the body-shell other than the 2 wings allowed here.

- The wing and the side dams must be made out of flexible material, no carbon fibre, with angles rounded.

The amendment o Passed Unanimously

Current Rule

5.6.

APPEARANCE

a) Cars shall be a reasonable representation of the style of car used for offroad, desert or trial racing.

b) Full bodysells of saloon style are permitted but may only be trimmed to expose a maximum of 50% of the tyres at full suspension depression. If such bodysells are fitted, provision for trimming shall be as in Section 5.6d.

c) Where a roll-cage is fitted, an open wheel style bodysell must be fitted underneath the cage so designed as to enclose R/C equipment and fuel tank with sufficient front and side areas to allow clear display of racing numbers.

d) Openings may be cut in the shell for the antenna and the pipe ends and to allow access to fuel filler, switch, and engine adjustments, and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel tank access. Clearance of such items shall be kept to a minimum. The front and rear ends of the shell must retain some of the original profile of the two ends of the shell

e) The car bodysell holding the car identification number must be fitted, if it becomes loose or detached it must be fixed in the immediate next lap.

"Acceptance of a saloon bodysell by another EFRA Section shall be deemed to simply approval by the Off-Road Section for racing purposes."

Proposal

APPEARANCE

a) Cars shall be a reasonable representation of the style of car used for offroad, desert or trial racing.

b) Full bodysells of saloon style are permitted but may only be trimmed to expose a maximum of 50% of the tyres at full suspension depression. If such bodysells are fitted, provision for trimming shall be as in Section 5.6d.

c) Where a roll-cage is fitted, an open wheel style bodysell must be fitted underneath the cage so designed as to enclose R/C equipment and fuel tank with sufficient front and side areas to allow clear display of racing numbers.

d) Openings may be cut in the shell for the antenna and the pipe ends and to allow access to fuel filler, switch, and engine adjustments, and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel tank access. Clearance of such items shall be kept to a minimum. The front and rear ends of the shell must retain some of the original profile of the two ends of the shell

e) The car bodysell holding the car identification number must be fitted, if it becomes loose or detached it must be fixed in the immediate next lap.

~~"Acceptance of a saloon bodysell by another EFRA Section shall be deemed to simply approval by the Off-Road Section for racing purposes."~~

Remarks

The last sentence has no meaning since decades.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: AKK

The proposal: o Passed Unanimously

Current Rule

5.7.

1/8th Offroad all European Championships should only use 16%EU. Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 20% of nitro methane (Cas number 75-52-5) IN WEIGHT(not in volume). The specific gravity of the mixture may not be heavier than 0.859 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16EU can be used , but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gr/cc) based on the temperature (from 0 to 50C) The tolerance on the measurement will be +/- 0,5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event. If an EFRA Event is to be run at a Country which permits the use of a heavier content of nitro methane (up to 25 % in volume) and the Organizer can ensure EFRA and the participants its supply track side , then the first part of the former 5.7 rule wording will enter in force: "Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 25% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.91 grams/ cc at 20Â°C and standard atmospheric pressure. For quick testing a Nitromax 25 can be used".

Proposal

1/8th Offroad all European Championships should only use 16%EU. Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum ~~20%~~ **16%** of nitro methane (Cas number 75-52-5) IN WEIGHT(not in volume). The specific gravity of the mixture may not be heavier than 0.859 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16EU can be used, but ~~in case of failure with the Nitromax~~ an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gr/cc) based on the temperature (from 0 to 50C) The tolerance on the measurement will be +/- 0,5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event. If an EFRA Event is to be run at a Country which permits the use of a heavier content of nitro methane (up to 25 % in volume) and the Organizer can ensure EFRA and the participants its supply track side , then the first part of the former 5.7 rule wording will enter in force: "Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 25% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.91 grams/ cc at 20°C and standard atmospheric pressure. For quick testing a Nitromax 25 can be used but an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test.

Remarks

- 1st.- Correct an obvious typo mistake of a 20 % Nitro.
- 2nd.- Enforce the densimeter measurements and not the nitromax which is only "indicative"

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: BRCA

The proposal: o Passed Unanimously

Current Rule

5.8.1.

MOTORS:

Can : Maximum overall length is 77.00 mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Can maximum diameter to be 43.20 mm including tolerances. Motor mounting holes must be on 1.00- inch (25.40mm) centers.

Stator: Motor stator maximum outside diameter is 39 mm.

Rotor: External shaft diameter shall be 5mm with a maximum 12-slot stator.

Proposal

MOTORS:

~~Can~~ Can/Casings : Maximum overall length is 77.00 mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name.

~~Can~~

Motor maximum overall diameter ~~to be 43~~ is 44.20 mm including tolerances 0mm.

Motor mounting ~~holes threads~~ must ~~be~~ have a distance between centers of 25.0mm to 25.4mm, on ~~4.00-inch (25.40mm) centers a PCD based on the motor center-line.~~

Stator: ~~Motor~~ Maximum number of stator maximum outside diameter 'slots' is 39 mm 12.

Rotor: An External shaft diameter shall be 5mm with a maximum 12-slot stator at pinion location is 5.0mm. Starting 01.01.26, all rotors must have the unique Part # etched, engraved or stamped on the external part of the shaft.

Remarks

The proposal follows up to the last comma the wording recommendation made by the EFRA & IFMAR homologation official, already in place at IFMAR rules, so it becomes universal or global all over the world.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: BRCA

The proposal: o Passed Unanimously

Current Rule

5.8.2.

BATTERIES: 1/8 Scale Electric Off-Road Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 volts (4S). It is allowed to use 2 x 2S or 4 x 1S. If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number.

Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events.

All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed. LiPo/LiFe drive batteries must be in a 'Lipo sack' at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

The maximum charging cut-off voltage is 4.20v per. cell in series (16.80v for 4S). Organisers can check this voltage at any time during the event.

All Rules concerning:- Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.5.8.3

Proposal

BATTERIES: 1/8 Scale Electric Off-Road Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 volts (4S). It is allowed to use 2 x 2S or 4 x 1S. If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number.

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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.

At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be protected by the chassis and/or body. Maximum voltage before any run 16.80v before the start of the run. 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.

All Rules concerning: - Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.5.8.3

Remarks

The proposal is to include the voltage chart at IFMAR rules and its wording: At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be protected by the chassis and/or body. Maximum voltage before any run 16.80v before the start of the run. 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

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by: BRCA

The proposal: o Passed Unanimously

8. ELECTION OF SECTION CHAIRMAN

Position up for election: Chairman Carlos Gomez is willing to re-stand.

He was (re-elected) unanimously

9. ANY OTHER BUSINESS

The Section Chairman want to highlight at the Section Meeting the new window for battery homologation & the new rule for muffler registration.

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: 19:25