

Minutes ELECTRIC SECTIONS – GENERAL.

SATURDAY 8th of November 2025.

1. CHAIRMAN'S WELCOME

Mr's. Chris Hardisty & Paul Worsley

The Electric Chairmen opened the meeting at :14:15

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: Matus Mydla (Slovakia)

Member Countries present.

COUNTRY	PRESENT
AUSTRIA	-
BELGIUM	Krist Bultynck
BULGARIA	-
CROATIA	-
CZECH REP.	-
DENMARK	Peter Knudsen
ESTONIA	Rando Mere
FINLAND	Max Mort
FRANCE	L. Souchet
GEORGIA	-
GERMANY	Thomas Kohmann
GREAT BRITAIN	Peter Winton and Mark Christopher
GREECE	-
HUNGARY	-
IRELAND	-
ITALY	Daniele Ielasi
LUXEMBOURG	Jeff Mersch
MONACO	-
NETHERLANDS	Peter Jongeling
NORWAY	Anna Sognesand and Marte Gjemble
POLAND	-
PORTUGAL	Javier Llobregat
ROMANIA	-
SLOVAK REP.	-
SLOVENIA	-
SPAIN	Pablo Zazo And Luis conde
SWEDEN	Marcus von Elling
SWITZERLAND	-
TURKEY	-
UKRAINE	-
TOTAL	14

Number of Federations represented to vote = 14

Other persons present: Estonia +1, BRCA +1

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024

Matters arising from the minutes: None

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

The following person was elected to check the minutes of this year: Peter Winton, BRCA

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2025 season.

Correspondence for the Off-Road & Track Sections will be covered in the Section agenda's.

For details concerning Batteries & Motors:- PW reported that all the usual emails concerning Homologation had been answered promptly without any significant issues. This resulted in a total of 800+ emails (in/out) during the year to complete the homologation process and clarify any technical queries for Batteries and Motors for EFRA, and also IFMAR.

5. RULE PROPOSALS (Does / May affect all Electric Sections)

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

Current Rule

7.1.1.

European Championships are held in the following classes:

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

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

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

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

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

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

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

Proposal

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

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

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

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

Remarks

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

Proposed by: EFRA, Hardisty Chris

Proposal Status:

Seconded by: NOMAC

The proposal:

o Rejected with 0 for, 4 against and 10 abstentions.

Current Rule

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Proposal

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

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

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

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

Remarks

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

Proposed by: EFRA, Hardisty Chris

Proposal Status:

Withdrawn

Current Rule

8.1.2.

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

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

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

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

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

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

*To be agreed at AGM.

Proposal

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

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

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

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

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

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

*To be agreed at AGM.

Remarks

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

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: Not Seconded

Current Rule

8.1.3.

1/10 Elec . Off-Road EUROPEAN CHAMPIONSHIP :

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

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

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

Qualifying Rounds 4-5 , Finals and Prize Ceremony

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

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

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

Qualifying Rounds 4-5 , Finals and Prize Ceremony

The Race Organiser can change the above timetable providing he does so well in advance . ALL changes to the Schedule or alterations to times of any Heats/Finals must be clearly identified to all Team managers and Officials in written form , at least one hour before such changes take place , if any procedures are being brought forward .

No request for a delayed start in Qualifying will be granted . In 'A' Finals , a competitor may request a delayed start of up to a maximum of eight (8) minutes for the repair of breakages only , subject to the Race Director agreement . The competitor(s) involved will then start from the back of the grid . This delay will only be granted once for any 'A' Final .

Proposal:- NEW RULE.

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

Remarks

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

Proposed by: EFRA, Worsley Paul EFRA

Proposal Status:

Seconded by: SBF

The proposal: Passed with 7 for, 0 against and 7 abstentions.

o Rejected with for, against and abstentions. o Amended

Current Rule

9.4.1.

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

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

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

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

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

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

Number of Rounds completed 1 2 3 4 5 6

To count - Void 1 2 2 2 3

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

Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count.

Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round).

Overall Qualifying positions are decided by each drivers "best" (lowest) points being added together, based on the number of Rounds to count as shown in above table. In the event of a tied position the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (eg. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared.

Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded.

If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as per the table.

Proposal

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

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

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

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

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

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

Number of Rounds completed 1 2 3 4 5 6

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Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded.

If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as per the table. A round maybe discounted if the track conditions are considered to have deteriorated or improved significantly during that round. This only applies to conditions beyond the organisers reasonable control.

Amendment: Applies to 10th On Road Track only By BRCA Seconded

Remarks

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

Proposed by: EFRA, Hardisty Chris

Proposal Status:

Seconded by: BRCA

The proposal: Passed with 9 for, 0 against and 4 abstentions.

Current Rule

9.4.10.

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

Proposal

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

Remarks

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

Proposed by: SBF, Lindback Nils

Proposal Status:

Seconded by Portugal

The proposal:

Rejected with 0 for, 9 against and 5 abstentions.

Current Rule

10.3.

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

Each race of the main 'A' Finals (and others if more than one) will be considered a separate race. The Finals will be run from slow to fast..

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

Proposal

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

Each race of the main 'A' Finals (and others if more than one) will be considered a separate race. The Finals will be run from slow to fast..

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

Remarks

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

Proposed by: SBF, Lindback Nils

Proposal Status:

Seconded by: NMF

The proposal: Passed with 9 for, 1 against and 3 abstentions.

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

Current Rule

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

Proposal

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

Remarks

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

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by NOMAC

The proposal: Passed with 9 for, 0 against and 5 abstentions.

Current Rule

1.3.

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

Proposal

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

Remarks

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

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: SBF

The proposal: Passed with 12 for, 0 against and 2 abstentions.

Current Rule

3.2.

Submission dates:-

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

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

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

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

Proposal

EFRA AGM 2025

Submission dates:-

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

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

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

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

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

Remarks

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

Proposed by: EFRA

Proposal Status:

Seconded by SBF

The proposal: Passed with 10 for, 0 against and 4 abstentions.

Current Rule

3.3.

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

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

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

Proposal

Each individual battery sample must be supplied with :

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

(b) Technical Spec. sheet detailing; the recommended maximum charging rate, the maximum voltage when charging, case material, case wall thickness and method of sealing the case, the battery weight (max tolerance +/- 4%). The allowed weight tolerances on Homologation Lists will be calculated from the manufacturers stated nominal weight.

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

Remarks

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

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: SBF

The proposal: Passed with 12 for, 0 against and 2 abstentions.

6. ITEMS FOR GENERAL DISCUSSION.

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

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING

7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

Minutes ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-Road Chairman opened the meeting at 16:00

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Matus Mydla (Slovakia)

COUNTRY	PRESENT	REQU ESTED			Max33 %
		EC	EC		
		Buggy 2wd	Buggy 4wd		%
AUSTRIA		39	34	31.10 Rene emailed #'s	
BELGIUM		12	10		
BULGARIA		0	0		
CROATIA		0	0		
CZECH REP.	Rauli Luca	8	8	29.10 Tomas emailed #'s	
DENMARK	Peter Knudsen	4	4	12.10 Steen emailed #'s	
ESTONIA		3	3	30.10 Hans emailed #'s	
FINLAND	Max Mort	1	1	03.11 Vesa emailed #'s	
FRANCE	L. Souchet	19	19		
GEORGIA		0	0		
GERMANY	Thomas Kohmann	27	27	01.11 Thomas emailed #'s	
G/ BRITAIN	Mark Christopher	30	30	04.11 Steve B. phoned #'s	
GREECE		0	0		
HUNGARY		0	0		
IRELAND		0	0	23.10 William emailed #'s	
ITALY	Daniele Ielasi	1	1		
LUXEMBOURG		0	0		
MONACO		0	0		
NETHERLANDS	Peter Jongeling	3	3	22.10 Raymond emailed #'s	
NORWAY	Anna Sognesand	5	5		
POLAND		0	0		
PORTUGAL		2	2		
ROMANIA		0	0		
SLOVAK REP.		2	2	05.11 Matus emailed #'s	
SLOVENIA		0	0		
SPAIN		3	3	21.10 Javier emailed #'s	
SWEDEN	Marcus von Elling	9	9		
SWITZERLAND		0	0		

TURKEY		0	0		
UKRAINE		0	0		
		168	161		

2WD 168. 4wd 161.

Adjustments will needed.

Allocations can be changed till January 21st. 2026.

Number of Federations represented to vote = 14

Other persons present: BRCA +1

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024

Matters arising from the minutes: None

The minutes were accepted as written at the AGM 2024.

The following person was elected to check the minutes of this year: Peter Winton, BRCA

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2025 season

5. CHAIRMAN'S REPORT

A full report of the Season is presented by the Section Chairman: (Quite a lot this year with EC and WC).

The on-line entry system worked well. And, with the usual email reminders to ensure all Federations approved all their entries, the entire entry for EC and WC was completed by end of May. We still get many competitors that do not update or complete their personal 'profiles' to give the required details (PT #, DOB etc.). This results in extra emails to get the details required. Federations should not 'approve' entries if all details required are not given.

The 2025 EFRA calendar for the 1/10 Off-Road Section consisted of :-

EFRA International Race at Kampenhout, Belgium.

EFRA EC at Trencin, Slovakia (using the Indoor Dirt Arena).

IFMAR WC at Sydney, Australia.

Int. Race - Kampenhout (Belgium): 27th. to 29th June 2025:

A well-established event that has taken place for many years. The event was an EFRA GP for many years, then changed to an EFRA International Race since 2013. Records of past winners go back to 1989 (37 years).

The event three-day format accommodated 2WD and 4WD 1/10 Off-Road Classes. The Kampenhout event is always popular and the 2025 event attracted entries from many different EFRA countries, with 'top' international drivers. Entry numbers for the event were the same as last year.

2WD had 69 competing. The winner was Wesley van HELMOND (NL).

4WD had 46 competing. The winner was Jorn NEUMANN (DE).

EC. – Trencin (Slovakia): 28th. July to 2nd. August 2025:

For 2025, the EC at Hudy Arena used the indoor 'dirt' track. The previous three EC events had used Astro-turf or Carpet (last year).

Initial allocation numbers for both Classes (at end Jan.) were good, with 2WD = 129 and 4WD = 130.

For the first time at a 1/10 Off-Road EC we had an entry from Romania. There were a total of 20 countries represented.

Some late entries were added, but cancellations close to the event date resulted in the final entry being reduced to 12 Heats in both Classes. Federations and their drivers should respect the deadlines, as many Heat List updates were needed in the days prior to the event.

The final numbers competing at the event were -- 2WD had 117 entries. 4WD had 119 entries.

The entry contained an impressive 34 Juniors which is higher than any recent years. This is a reflection from the Junior age being raised to 17 years from 2023. +40 drivers numbered 26. So. 'the old' and 'the young' represented 50% of the entry.

There were a total of 41 new drivers competing at the event that have never competed in 1/10 Off-Road EC's before. 17 of these being from the host country. A significant number.

This has resulted in the 1/10 Off-Road Section reaching a significant 'mile-stone'. My records show that in the

last 22 years, a total of 1010 different names have actually competed at the 1/10 Off-Road EC events.

The Indoor 'Dirt' track at Hudy Arena is an exceptional facility. A testament to the Hudy organisation to have the vision to construct a facility of this type to support the sport. A large track area that can be used for 1/10 and 1/8 scale cars. A very long rostrum with dedicated stairs for on & off, with the timing room at the end of the rostrum. Behind the rostrum, an area the length of the building with tiled floor to accommodate many tables for tyre fitting, Tech inspection and tyre impound. The whole area being controlled to ensure only 'marked & labelled' items could enter the track area. Spectator access is around the entire perimeter of the track. And "all this" is indoors in one building.

The pitting area was in the large building that contains the carpet tracks, a few metres walk. The complete facility has a PA system connected to all buildings which ensures all persons are kept informed.

The large track, using the entire area, resulted in best drivers only achieving 10 laps in 2WD and 11 laps in 4WD. The track 'dirt' surface was smooth and no deterioration during the six days. Minor holes that appeared from cars landing were repaired each night and during racing very little dust formed on the track. The organisers provided large brooms on each marshal point to ensure the track was totally consistent. The track layout was changed after 2WD, to give a totally different track for 4WD.

Race control and Tech. was well staffed with Race Director Matus Mydla in attendance the whole time. Several of the Hudy family gave their time to help and certainly the colourful dresses worn by Susie made Tech. unusually glamorous. Susie also did a very professional job in Tech. All staff were experienced and performed quickly with everything controlled.

Due to the last two years experiencing 'start-order' errors in Qualifying, I performed a manual check of Heat times to ensure that the 2025 event would be correct. This proved to be beneficial for time-keeper Vladimir who was able to find the required settings. All Heats had the correct start-order.

As the recent EC events had been run on artificial surfaces (Astro & Carpet) I asked Team Managers to ask their drivers which surfaces are preferred. When doing the calculations based on the number of drivers from each Team Manager the results were :- 66% Dirt surface, 32% Astro surface, 2% Carpet surface. An interesting fact for future events.

Results:

In 2WD, Martin BAYER (CZ) won the 2nd. & 3rd. legs of the 'A' Finals to secure the win. The 4WD event had three different 'A' Final Leg winners with the last leg of the A Finals needed to decide David RONNEFALK (SE) as the winner.

2025 2WD European Champion is Martin BAYER (CZ). 2nd. David RONNEFALK. 3rd. Joona HAATANEN. The U17 medal won by Daniel POLE (GB).

2025 4WD European Champion is David RONNEFALK (SE). 2nd. Michal ORLOWSKI. 3rd. Bartoz ZALEWSKI. The U17 medal won by Daniel POLE (GB).

Whilst the 1/10 Off-Road Section does not officially give awards for +40 drivers, the Organisers did so. The Organiser ran specific extra Finals for the 10 highest placed +40 drivers and the 10 highest placed Junior drivers from overall Qualifying results, for drivers of these age Classes that did not achieve the Main 'A' Final. Both these Finals were well received and fiercely contested

Winner of the +40 Final in 2WD & 4WD was Lee MARTIN, a past winner of the EC events on several occasions.

Winner of the U17 Final in 2WD & 4WD was the Official Junior Champion, Daniel Pole.

Race Director was Matus MYDLA, assisted by Mario HUDY. The Time-Keeper was Vladimir SELIGA. The EFRA Referee was Frans HEINSBROEK and the National Referee was Paul SRNA.

The announcer, Bjarne Hoellund, did the usual excellent job keeping all informed.

My thanks to all involved with the EC event at Hudy Arena. The event was well received, run on time and both classes completed with NO timing errors

WC. – Sydney (Australia): 29th. Sept. to 8th. Oct. 2025:

For 2025, the WC was held at Hills Off-Road RC, approx. 30 km NW of Sydney. The facility being an outdoor Clay track.

Whilst the Initial number of allocations allowed by IFMAR did not give enough places for all EFRA drivers wanting to attend, I negotiated with IFMAR and by mid. Feb EFRA had the required number with a further few places accepted by IFMAR in May. The (final) total allocations agreed was 36 places in both 2WD & 4WD, with 15 EFRA countries represented.

In the weeks close to the event, 6 EFRA drivers cancelled and 2 'No-Showed'. Not good, given the time spent negotiating for extra entries with IFMAR. So, EFRA had a total of 28 entries competing in both 2WD & 4WD.

As EFRA Section Chairman, I could not attend the event due to a 'late notification' of a medical appointment. I therefore nominated Jurgen Lautenbach to act as EFRA Rep. at the event and keep the EFRA drivers informed. I 'adjusted my sleep pattern' and watched on-line, checking that all seeding and start orders were correct. There were 120+ Whatsapp communications between Jurgen and myself and several direct emails from and to the IFMAR Team during the event. The 'remote' contact process worked !!

The 2025 WC event was run over more days than usual, as the Organiser allocated two extra days in case of any 'rain' stoppages. So total of 10 days, although the 'rain' days were not needed.

The total entries were:- 2WD = 145. 4WD = 144.

Large entry from the Host Nation, 22 from ROAR, 28 from EFRA, 9 from Japan. Zero from FAMAR.

From the on-line video, the track was a large clay track and very well presented. The surface appeared to hold-up well. Top drivers achieving 12 laps in 2WD. For 4WD, the track was used in 'reverse' direction with more drivers achieving 12 laps. In 4WD, several drivers came close to 13 laps, but the 13 lapper was not achieved. The Race Program shows that a total of 38,944 laps were timed during the 2 Classes.

Both events appeared to be very well organised. As far as I am aware, there were no timing issues and all start orders within Rounds and Heats were correct from my calculations.

The organisers needed to run a very precise schedule as darkness started at 18:00 for the first 6 days. On the first Race Day for 2WD Practice, there was some time lost in the early Rounds, which resulted in later Rounds having shorter run times to enable all Rounds to be completed in daylight.

All other days ran to schedule without any problems and ALL Rounds and Finals were completed.

Results:

In 2WD, Marcus KAERUP (from DK) TQ'd the event. In the 'A' Finals, Marcus looked to be on target for the win, but errors in the closing laps of A1 and A2 prevented the win. However, Marcus won A3 which gave him 3rd. place on the podium.

In 4WD, it was very much an EFRA affair. The battle for TQ was mainly between Marcus KAERUP and Davide ONGARO, with Marcus taking TQ and Davide 2nd. on the grid. Moving to the 'A' Finals, Marcus made no errors and won legs 1 and 2, therefore securing the Win. Davide was very close but had to settle for 2nd. Overall. EFRA had a very strong showing in the 4WD event, with 6 drivers in the 'top' 7 places overall.

2025 2WD World Champion is Broc CHAMPLIN (USA). 2nd. Davey BATTA (USA). 3rd. Marcus KAERUP (DK).

Other EFRA drivers in the 'A' Final were :-

Daniel KOBBEVIK 4th. Clement BODA 6th. Michal ORLOWSKI 7th. Joonas HAATANEN 10th.

EFRA also had 5 drivers in the 'B' Final. So, a total of 10 EFRA drivers in the 'top' 20 places overall.

2025 4WD World Champion is Marcus KAERUP (DK). 2nd. Davide ONGARO (IT). 3rd. Dakota PHEND (USA).

Other EFRA drivers in the 'A' Final were :-

Burak KILIC 4th. David RONNEFALK 5th. Daniel KOBBEVIK 6th. Michal ORLOWSKI 7th.

EFRA also had 4 drivers in the 'B' Final. So again, a total of 10 EFRA drivers in the 'top' 20 places overall.

6. EC AND GP'S 2026-2027

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

NOTE: First may need to vote on rule App.3 - 7.1 (page 94). Will run EC and WC.

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

Final Race calendar 2026 1/10th Off Road

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

Future Race calendar Championships

Year/Date	Status	Country	Venue
2027	EC	Norway	Bergen Indoor

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

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

7. RULE PROPOSALS.

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions

Current Rule

D

PARTICULARS for 1/10 OFF ROAD

Proposal

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

Proposed by: OFMAV, LEVETZOW Rene

Proposal Status:

Not Seconded

Current Rule

D

PARTICULARS for 1/10 OFF ROAD

Proposal

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

Remarks

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

Proposed by: OFMAV, LEVETZOW Rene

Proposal Status:

Not Seconded

Current Rule

D

PARTICULARS for 1/10 OFF ROAD

Proposal

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

Proposed by: OFMAV, LEVETZOW Rene

Proposal Status:

EFRA AGM 2025

Current Rule

3.2.

European Championships: The organiser will propose 1 type of tyre and compound and insert for each of the driven axles for 2WD and 4WD. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts. Tyre type, compound and inserts will be controlled and must be purchased at the event through the organiser. Tyres and inserts will only be available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. The mounting of the tyres onto wheels must be in a restricted area. The proposed tyre choice will be ratified at the EFRA Section AGM prior to the EC. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised.

Proposal

European Championships: The organiser will propose 1 type of tyre and compound and insert for ~~each of the driven axles~~ Front and Rear wheels for 2WD and 4WD. The specific nominated controlled insert for the front tyres is the only insert that can be used in the front tyres and the specific nominated insert for the rear tyres is the only insert that can be used in the rear tyres. Only one insert per tyre. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts. Tyre type, compound and inserts will be controlled and must be purchased at the event through the organiser. Tyres and inserts will only be available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. Tyres and inserts packaged separately will be sold separately. Inserts can be removed from used tyres and re-used, providing they do not leave the controlled area. The mounting of the tyres onto wheels must be in a restricted area. The proposed tyre choice will be ratified at the EFRA Section AGM prior to the EC. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised.

Remarks

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

Proposed by: EFRA, Worsley Paul EFRA

Proposal Status:

Seconded by FEPRA

The proposal: Passed with 10 for, 0 against and 2 abstentions.

Current Rule

3.2.

European Championships: The organiser will propose 1 type of tyre and compound and insert for each of the driven axles for 2WD and 4WD. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts. Tyre type, compound and inserts will be controlled and must be purchased at the event through the organiser. Tyres and inserts will only be available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. The mounting of the tyres onto wheels must be in a restricted area. The proposed tyre choice will be ratified at the EFRA Section AGM prior to the EC. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised.

Proposal

European Championships: The organiser will propose 1 type of tyre and compound and insert for each of the driven axles for 2WD and 4WD. Each competitor is allowed to use 3 sets for training, 3 sets for qualification and 1 new set for finals. In the finals, the tires from the qualification can also be used. For EC outdoor events using a predominantly Asto or Carpet surface, an additional "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. "A" finalists only, are allowed a third set. The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts. Tyre type, compound and inserts will be controlled and must be purchased at the event through the organiser. Tyres and inserts will only be available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. The mounting of the tyres onto wheels must be in a restricted area. The proposed tyre choice will be ratified at the EFRA Section AGM prior to the EC. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised.

Remarks

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

Proposed by: DASU, Andersen Anne

Change needed for the wet tyre for "all finalists", proposer unaware that all finalists now have 3 finals.

Proposal Status:

Seconded by: NMF

The proposal: Passed with 8 for, 0 against and 4 abstentions.

Current Rule

4.2.

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

Proposal

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

Remarks

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

Proposed by: EFRA, Worsley Paul EFRA

Proposal Status:

Seconded SBF

The proposal: with 10 for, 0 against and 2 abstentions.

8. ELECTION OF SECTION CHAIRMAN.

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

Paul was re-elected.

9. ANY OTHER BUSINESS.

None

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 – 17:31

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING

7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

Minutes ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

The Electric Track Chairman opened the meeting at 16:51

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Matus Mydla (Slovakia)

Member Countries presents, allocations etc:

COUNTRY	PRESENT	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	EC 1/10 F1	EC 1/10 FWD	WC 1/12 Mod	WC 1/12 Spec	WC 1/10 Mod	WC 1/10 Spec
AUSTRIA										1	
BELGIUM	Krist Bultynck		3	0	6	0	3	0	1	0	1
BULGARIA											
CROATIA											
CZECH REP.	Rauli Luca										
DENMARK	Peter Knudsen	0	0	2	5	0	5	0	0	1	2
ESTONIA											
FINLAND	Max Mort	0	0	0	0	0	0	0	0	0	
FRANCE	L. Souchet	2	5	6	15	1	4	3	3	3	4
GEORGIA											
GERMANY	Thomas Kohmann	3	10	8	8	2	3	2	4	4	6
GREAT BRITAIN	Peter Winton	3	10	-	-	0	0	2	9	6	1
GREECE											
HUNGARY											
IRELAND											
ITALY	Daniele Ielasi	10	10	3	2	0	0	2	0	2	2
LUXEMBOURG		0	0	4	20	0	5				
MONACO											
NETHERLANDS	Peter Jongeling	3	3	5	8	5	5	0	0	3	3
NORWAY	Marte Gjemble	3	3	3	3	0	0	1	1	1	1
POLAND											
PORTUGAL		2	2	2	2	0	0	2	2	2	2

ROMANIA											
SLOVAK REP.		2	1	0	1	1	0	1	1	0	2
SLOVENIA											
SPAIN		3	3	3	3	3	3	3	3	3	3
SWEDEN	Marcus von Elling			3	2		1			3	0
SWITZERLAND											
TURKEY											
UKRAINE											
TOTAL											

Allocations can be changed till January 21st. 2026.

Number of Federations represented to vote =

Other persons present:

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024

Matters arising from the minutes: Wrong Bodyshell weight

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

The following person was elected to check the minutes of this year: Peter Winton, BRCA

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2025 season.....

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen

As usual, 2 major events in 2025, both EC's covering 5 classes.....

Report of the EC 12th scale – Belgium Zwevegem

From 27 to 30 March 2025, Zwevegem hosted the European Championships. We were welcomed in a large sports hall by the organising club MRCZ. We saw a well organized inspection on Thursday.

Friday, Saturday and Sunday, everybody was in race mode and everything was in the hands of our referees, Javier Garcia, Frans Heinsbroek and they got a helping hand from Anna Sognesand from the Norwegian federation.

As I expected, everything was very structured. Everything went according to plan. The track was of a high standard, fast but still very technical. The pits were neat and provided enough space for all participants. Safety was considered and there were buckets of sand everywhere. Club members supervised the loading and unloading of the lipo bags. Our media team had front row seats. For me, it was the perfect organisation of an EC and a benchmark for the next one.

This club is also the organizer of the Masters of Foam. Sold out this year in less then 10 minutes on myRcm.

Back to the race. In the Modified class it was Marc Rheinard (Ger) who won the race. Michal Orłowski (Pol) took second place in front of Ollie Payne (GBR). The best junior was Finley Whitelock (GBR).

In Stock spec Ollie Payne (GBR) took the win in front of Max Mächler (Ger) and Olivier Bultynck (Bel). Also here it was Finley Whitelock (GBR) who was the best junior.

Additional the club organized also a cup in 12th GT. Louis Mobers (Ger) won this class.

After checking the top five after the race, Chris H. and I could only confirm the final results.

A fantastic race organised by an excellent club. We couldn't be happier. Thanks to the Media team, the referees, the club and to Willy Wuyts and Frank Mostrey for visiting.

Krist Bultynck

Vice electric Chairman

10th Electric Track Utrecht.

Not a full event but still busy with 21 different countries, 3 EC titles and a support class for a "cup" title.

We were lucky with the weather, a little damp for the practise rounds but dry for the qualifying after a short delay.

The small amount of rain did spoil the practise for the drivers and we could only mitigate for this by delaying the start on Saturday by an hour.

The youth tally was 13 which is very encouraging for this class.

Maty Knopp from the Czech Rep took the Mod Youth Champion title and Phil Langer from Germany took both the Spec and FWD Champion titles.

The overall winners were:

Robin Van Gog - Netherlands for FWD class
Adam Izsay – Austria/Hungary for Spec class
Michal Orlowski for Mod class

Overall, it was a successful meeting in all respects. I identified some small issues which need exploring further, these are founded on feedback from the entrants. These include the right balance for commentary and should we specify a policy on the supply of control tyres, catering or only other issues. I would like to discuss this in AOB.

6. EC AND GP'S 2026/ 2027

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

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

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

Year/Date	Alt. Date	Status	Country	Venue
April - 16-19 th		EC 1/12	Italy	Sicily
6 th -9 th August		EC 1/10	Luxembourg	
26 th -29 th March		WC 1/12	China	
1 st -5 th April		WC 1/10	China	

Future Race calendar 2027 Championships

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

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

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

7. ALLOCATIONS

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21st. January 2026 LATEST

8. RULE PROPOSALS

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

Current Rule

1.2

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

Proposal

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

Amendment to remove the words "different/equal" – seconded by FBA.

By
Remarks

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

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: NOMAC

The proposal: Passed with 7 for, 2 against and 1 abstentions.

Current Rule

1.2

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

Proposal

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

Remarks

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

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: Not seconded

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

Current Rule

2.2.

Body cannot be trimmed higher than lower body trim lines.

Remarks

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

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Not seconded

Current Rule

2.7.

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

Proposal

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

Remarks

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

Proposed by: EFRA, Hardisty Chris

Proposal Status: Fix the weight at 60grams and fix the Handbook

Seconded by: SBF

Passed with 7for, 1 against and 1 abstentions. Make sure that every reference to this rule is altered.

Current Rule

2.7.

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

Proposal

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

Remarks

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

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Not seconded

Current Rule

4.2.

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

Proposal

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

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Seconded by: Not seconded

Current Rule

6.1.6.

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

Proposal

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

Remarks

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

Proposed by: BRCA, Winton Peter

Proposal Status:

Seconded by: FBA

Passed with 5 for, 2 against and 0 abstentions.

Current Rule

6.2.3.

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

Proposal

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

Remarks

Simplified to cater for modern composite materials and construction methods.

Proposed by: EFRA, Hardisty Chris

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

6.2.3.

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

Proposal

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

Remarks

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

Proposed by: BRCA, Winton Peter

Proposal Status:

Seconded by: DASU

Passed with 7 for, 0 against and 0 abstentions.

Current Rule

7.1.2.

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

Remarks

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

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Not seconded.

Current Rule

7.2.a.

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

Proposal

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

Remarks

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

Proposed by: EFRA, Hardisty Chris

Proposal Status:

To be fixed under jurisdiction of change to Rule 2.7

Current Rule

7.4.2.

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

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

Note for 2023

See stage report for tyre types and part numbers.

Proposal

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

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

Note for 2023

See stage report for tyre types and part numbers.

Remarks

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

Proposed by: RCACR, Knopp Tomas

Proposal Status:

Not Seconded

Current Rule

7.4.3.

Tyre Allowances.

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

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

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

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

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

Proposal

Tyre Allowances.

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

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

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

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

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

Remarks

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

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: DMC

Passed with 4 for, 0 against and 3 abstentions.

o Rejected with for, against and abstentions. o Amended

Current Rule

7.4.11.

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

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

Proposal

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

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

Amendment from BRCA remove the "Any modification to dimension S, such as Lexan or tape, is no longer permitted in Efra competitions" wording.

Remarks

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

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: SBF

Amendment Passed with 7 for, 1 against and 1 abstentions.

Current Rule

8.4.

Bodies:

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

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

Proposal

Bodies:

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

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

Remarks

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

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: BRCA

Passed with 4 for, against and abstentions.

9. ELECTION OF SECTION CHAIRMAN.

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

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10. ANY OTHER BUSINESS

Any local rules must be declared at the initial application at the AGM.

11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 19:4