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Dear Model Motorsport Fans!

From Vito and I - Welcome to the 2026 European Championship Season!

I am writing to you all to not only welcome you to another season in EFRA but to highlight a few key changes for 2026 as well as provide an update on the technical commission changes. I'll split the class specific news and then a general section at the end where the change affects ALL classes/events. I would urge you all to review the Stage Reports for the events which are published on the EFRA website.

Let's start with GT8 as it is our first event this year at the beautiful Vila Real Circuit in Portugal! GT8 continues to see strong support and growth and we are now stabilizing the technical rules. Not much has changed for this year but there are a couple of key points to mention and to be aware of for this season and a heads up for 2027.

- 1. For 2026 the Tyre will be the Sweep 40 and 3 sets (1 set equals 4 tyres) to be used from TP1 until first final. For each bump up final drivers are able to purchase 1 new set. All drivers for the A Main can purchase one additional set of tyres.*
- 2. Practice tyres require to be pre-ordered directly from the supplier for delivery to the track – details of how the pre-ordering process will work will be posted on EFRA socials soon please keep an eye out for that.*
- 3. Remember that Kick-Up of the chassis is no longer a requirement for the GP class! For the avoidance of doubt – kick up chassis remain legal to be used.*
- 4. For 2027 an important technical change will be the reduction of weight limits to 3400gr for GP and 3700gr for EP. (this has also been agreed with IFMAR)*
- 5. There are also some changes to the EP regulations regarding the ESC settings which must now have the voltage cut-out settings activated at a minimum of 3.0v per cell.*
- 6. We now also have published penalties regarding the overcharging of Lipo.*

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Now onto 1/10. We have seen some resurgence in 1/10 within EFRA over the last couple of seasons which has been promising. This year is a World Championship year for EFRA and we will be going to the amazing Gubbio for this event. A beautiful part of Italy and with an entry in excess of 120 drivers it is sure to be an amazing event.

We have had no technical rules changes for the 1/10 class and this remains stable. IFMAR have changed some procedural things such as the removal of super pole and added the last chance final bringing the WC event in line with what we are used to at an EFRA event.

Now onto to the "Formula One of R/C Racing", 1/8. This year we are heading to Bourg en Bresse in France. A track which I spent many happy years racing 1/8 in my youth! 1/8 in general over the last years has remained stable and again the 2026 technical specific rules have not changed.

1. Control tyre choice for this year's event is JTech with 8 mandatory sets.
2. Practice tyres require to be pre-ordered directly from the supplier for delivery to the track – details of how the pre-ordering process will work will be posted on EFRA socials soon please keep an eye out for that.
3. For 2027 an important technical change will be the reduction of weight limits to 2300gr (this has also been agreed with IFMAR)

Finally, I would like to brief you all on the changes which concern all of us and are related to the procedural rules for the 2026 and future EC events. These changes were discussed at length and voted in at the AGM by the federations. I will make sure that some of the bigger changes affecting on track procedures are re-briefed during the team manager meetings to ensure that everyone knows what is expected. The changes are:

1. In the case of a WET race being declared – tyre choice is open. Any tyre can be used. However the use of additive at any time is expressly prohibited.
2. Slight change in rostrum order. The rostrum will be split into 12 equal spaces. Drivers will be able to stand anywhere within the marked spaces on a first come first serve basis. In the event of a disagreement the EFRA referee will decide based on lowest car number getting priority. Mechanics MUST stand directly under the driver where possible unless the pitlane is offset where the mechanics will stand in the same order as the drivers. For the semi-final and main finals drivers will be lined up on the rostrum steps in car number order and proceed onto the rostrum in that order one by one.

3. As was voted in at the 2025 AGM we now have a Track Committee who will be responsible for making sure that we are going to the right venues suitable for the classes nominated so that we can maximise entries and ensure everyone enjoys the events. Please speak to your clubs and federations if you have ideas of where you'd like to see EFRA events in the future.
4. The technical committee will continue to meet during the year at the events to discuss future technical rule changes. I understand that some are not fully aware of how the technical committee work but I will brief this separately in due course.

Feel free to review the 2025 AGM minutes from the EFRA website as a lot of rationale can be found within. The 2026 Handbook will also be available for download from the website soon.

It is safe to say that the next 2 years will be extremely busy for us as a section as we embark on 2 World Championship years for EFRA with 1/10 WC being this year in Gubbio and the in 2027 we have both the GT8 WC (In Lostallo, Switzerland) and the 1/8 WC (in Fiorano, Italy). Exciting times!

So, I think that's enough for now and it just leaves me to welcome you all to the 2026 season once again and I look forward to seeing you all at the events this year. If you have any ideas or constructive thoughts, please stop either Vito or myself and let's have a chat!

Kind Regards,



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