EFRA ANNUAL SECTION MEETING

7-8th of November 2026

Van De Valk, Brussels, Belgium

MINUTES ELECTRIC SECTIONS - GENERAL.

SATURDAY 7th of November 2026.
Appendix 3 A

1. CHAIRMAN'S WELCOME

The Electric Chairmen Mr`s Chris Hardisty & Paul Worsley opened the meeting at 14:07

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Hungary
Slovakia
Member Countries present. Section subscription.

Attendance list

Country	Sub-scribed	Attendee / Delegate
Austria	☑	Gerhard Steinbock
Belgium	☑	Kevin Banal
Bulgaria	☐	
Croatia	☐	
Czech Republic	☐	
Denmark	☑	Ulrich Rassmusen
EFRA Country (S)	☐	
Estonia	☑	Rando Mere
Finland	☐	
France	☑	Lionel Souchet
Georgia	☐	
Germany	☑	Thomas Kohnmann
Great Britain	☑	Peter Winton
Greece	☐	
Hungary	☐	
Ireland	☐	
Italy	☐	
Luxembourg	☑	Jeff Mersch
Monaco	☐	
Netherlands	☑	Peter Jongeling
Norway	☑	Anna Sogneson
Poland	☐	
Portugal	☑	Javier Longengrat
Romania	☐	
Slovakia	☐	
Slovenia	☐	
Spain	☐	

Sweden	☑	Markus Andreassen
Switzerland	☑	Andi Frataroli
Turkey	☐	
Ukraine	☐	
Total subscribed		**13**
Total present		**13**
Present without subscription		**0**

Maximum votes for Elec. Sections =. 13
Number of Federations represented to vote = 13
Other persons present:

3. MINUTES OF 2025 SECTION MEETING

AGM November 2025
Matters arising from the minutes:
The minutes were checked and accepted as written at the AGM 2025
The following person was elected to check the minutes of this year:
BRCA & NORWAY

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2026 season
None

5. RULE PROPOSALS

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

Current Rule – A.

APPENDIX 3
ELECTRIC CARS

Proposal to amend or change this rule

APPENDIX 3
ELECTRIC CARS
(Currently combines 1/12th On-Road, 1/10th On-Road, and 1/10th Off-Road technical and event regulations under a single unified Appendix). Proposed Rule Text Appendix 3 (ELECTRIC CARS) shall be divided into dedicated, discipline-specific subsections or individual appendices: Appendix 3A: 1/10th Electric On-Road (Touring Car, FWD) Appendix 3B: 1/12th Electric On-Road Appendix 3C: 1/10th Electric Off-Road (All technical and event regulations currently in Appendix 3 are to be separated accordingly under their respective section).

Remarks, purpose of the proposal

Combining 1/12th On-Road, 1/10th On-Road, and 1/10th Off-Road under a single Appendix 3 creates unnecessary complexity and potential confusion regarding category-specific regulations. Restructuring Appendix 3 into independent subsections for each distinct discipline improves document navigation for drivers, team managers, and race oficials. Furthermore, it simplifies future rule amendments by allowing updates to a specific category without risking formatting issues or misinterpretations across unrelated disciplines.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: NOMAC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 12 in favour, 0 against, 1 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 1.1.11

All finals will use a F1 type grid start with a minimum of 2/3 meter alternating intervals (Sections to determine) with two rows of cars. Cars must be placed forward facing to their marker-line or startbox.

Proposal to amend or change this rule

All finals will use a F1 type grid start with a minimum of 2/3 meter alternating intervals (Sections to determine) with two rows of cars. Cars must be placed forward facing to their marker-line or startbox.
On-Road may opt for "line astern", 2-4 metres apart, on the racing line and may use just a line rather than a box subject to the track and to be decided at the Team Managers meeting.

Remarks, purpose of the proposal

This has actually become common practise and, technically, we are breaking this rule continually. A line, rather than a box, is easier for the drivers to line up on requiring minimal intervention from a "start line steward" which is desirable from the drivers perspective.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 10 in favour, 0 against, 3 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 1.1.11

All finals will use a F1 type grid start with a minimum of 2/3 meter alternating intervals (Sections to determine) with two rows of cars. Cars must be placed forward facing to their marker-line or startbox.

Proposal to amend or change this rule

The new rule All ~~finals~~ finales will use a ~~F1 type grid~~ start ~~with~~ line on the grip line on the track wiht a minimum of ~~2/3 meter alternating intervals (Sections to determine) with two rows of cars.~~ 3 mtr interval. Cars must be placed forward facing to their ~~marker-line or startbox.~~ marker-line.

Remarks, purpose of the proposal

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 1.1.13

The start line will be white or yellow coloured, have a minimum width of 5cm and shall cover the total width of the track and will also be marked on the barriers. There shall be marked boxes for the final F1 grid.

Proposal to amend or change this rule

The new rule the start line will be white or yellow coloured, have a minimum width of 5cm and ~~shall cover the total width of the track~~

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 1.1.14

Top Qualifying driver may choose his starting position on the grid either left or right, this then to be the configuration for all remaining finals.

Proposal to delete this rule

~~Top Qualifying driver may choose his starting position on the grid either left or right, this then to be the configuration for all remaining finals.~~

Remarks, purpose of the proposal

Top Qualifying driver may choose his starting position on the grid either left or right, this then to be the configuration for all remaining finals. This rule can be removed from the book

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be deleted - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – [4.]

ELECTRONIC DRIVING AIDS

Proposal for a new rule

4.6 Radio control receivers carried in the car may only have two devices (normally the steering servo and speed controller) connected for control purposes, plus an optional separate battery supply for powering the radio control equipment.

Additional channels or ports may be used to connect sensors for the purpose of **discrete, passive data collection only**(e.g. logging RPM, temperature, voltage, or lap timing data for post-run analysis). Such sensors must:
(a) store data onboard or transmit it only to a receiving device outside the car (e.g. a laptop) with no return signal or feedback path to the car;
(b) not trigger any in-car indicator, alert, light, sound, or vibration visible or perceptible to the driver during the run;
(c) not transmit any signal, correction, or feedback that influences the steering servo, speed controller, or any other control output; and
(d) not form part of a closed-loop or automated control system of any kind.

All logged or transmitted data must be reviewable only after the car has stopped running. Any sensor connection found to provide real-time feedback to the driver or car, whether directly or indirectly, will be treated as a prohibited additional channel under this rule. Scrutineers may inspect wiring, firmware, or onboard software at any time to verify compliance.

Remarks, purpose of the proposal

We're getting questions about the use of data logging devices so we need to cover this. The current rules were written to prohibit driver aids which assisted the driving of the car e.g. gyros, ani wheel slip etc. This would allow the use of these devices but prohibit active devices.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be new - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☑ Rejected: 1 in favour, 11 against, 1 abstentions

☐ Withdrawn

Proposal result: Rejected

Current Rule – [4.]

ELECTRONIC DRIVING AIDS

Proposal for a new rule

4.6 Data-logging systems are not allowed. This restriction applies from the moment the track opens for the event.

Remarks, purpose of the proposal

The prohibition of data-logging systems ensures that race performance relies purely on driver skill, setup intuition, and traditional tuning methods rather than complex telemetry analysis. Furthermore, restricting these systems helps keep participation costs down for drivers by preventing an expensive tech race. By explicitly specifying that the restriction applies from the moment the track opens for the event, any ambiguity regarding practice sessions is eliminated, ensuring equal and fair conditions for all competitors throughout the entire duration of the event.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be new - released for AGM

Amendment 1 – Passed

The recording of voltage, current, motor speed, temperature and time is allowed within the closed loop of the ESC. at any time. Any other data logging is prohibited during the event.

Seconded by: SBF

Voting result: 7 in favour, 3 against, 3 abstentions

Final vote – Proposal with Amendment 1

Seconded by: BRCA ☐ Not seconded

☑ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 7 in favour, 3 against, 3 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – [5.7]

The race director may demand the drivers to stand on the indicated positions on the rostrum.

Proposal for a new rule

Drivers will enter the rostroom in number order and the person with number 1 will chose their position first followed by 2, 3, 4 etc. If a driver is not standing in the rostroom entry line when "Heat finished" for previous heat sounds they will lose their position and

chose last. When driver has chosen a position in their first practice, qualy or final they can not change position on the rostroom.

Remarks, purpose of the proposal

It was rostroom chaos some times during the 1/10 offroad euros

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be new - released for AGM

Final vote – Original proposal

Seconded by: NORWAY ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☑ Rejected: 2 in favour, 6 against, 5 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – [5.7]

The race director may demand the drivers to stand on the indicated positions on the rostrum.

Proposal for a new rule

The race director may demand the drivers to stand on the indicated positions on the rostrum before start of warmup lap. If the warmup lap already has started and one ore more drivers have changed position on the rostroom, every driver will get minimum one extra full lap of warmup.

Remarks, purpose of the proposal

It was rostroom chaos some times during the 1/10 offroad euros(withdrawn if proposal with chosing 1, 2, 3, 4 etc is passed)

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be new - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

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. .
1/10 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 to amend or change this rule

European Championships ~~are~~ can be 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..

1/10 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.

Remarks, purpose of the proposal

Jus t a slight alteration to reflect that we are not compelled to hold each of the list ECs. If the popularity of on class over another dictates there will mot be enough time or capacity to host then the minority classes are dropped.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SBF ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 9 in favour, 3 against, 1 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

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. .
1/10 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 to amend or change this rule

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..~~ Modified,.
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..
1/10 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.

Remarks, purpose of the proposal

Making 1/12th modified open again like the Ifmar rules. On demand of several modified drivers

Proposed by	EFRA, Bultynck Krist
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 5 in favour, 1 against, 7 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

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 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. .
1/10 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 to amend or change this rule

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~~ more Motor limit and ~~blinky..~~ no more Blinky mode.
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..
1/10 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.

Remarks, purpose of the proposal

- although the cars will have a little bit more power, they will be more drivable.
- the generation of cars can easy handle the little extra speed
- in the end cheaper and also more fair for non-sponsored drivers, because "selected\" motors and batteries will not have an effect in "extra\" speed and runtime anymore.
- it will become a true Modified class again
- same rules as in the other blocks and Ifmar

Proposed by	OFMAV, LEVETZOW Rene
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Not seconded

Current Rule – 7.1.2

On any track chosen at the EFRA AGM, specifically for hosting an EC event, no practice or race event can be held in the 21 days before the start of the EC for participants in the EC event, even if it is with another Class of car.

Proposal to amend or change this rule

On any track chosen at the EFRA AGM, specifically for hosting an EC event, no practice or race event can be held in the 21 days before the start of the EC for participants in the EC event, even if it is with another Class of car.
Proposal: We have seen this happening in the past. What is the penalty for this violation? Driver will be excluded from the event? The penalty for this infringement will be that the person in question will be exluded from te event. This penalty can be adressed prior, during or after the event in question.

Remarks, purpose of the proposal

We have seen this happening in the past. What is the penalty for this violation? Driver will be excluded from the event? The penalty for this infringement will be that the person in question will be exluded from te event. This penalty can be adressed prior, during or after the event in question.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 7.2.4

100 entrants for 1/12 and 130 for 1/10 Off-Road (One may consider up to 150 participants if timetable and facilities i.e. driver tables etc, permit) are to be accepted for European Championships and GP´s. For 1/10 Touring Car Modified & 1/10 Touring Car 13.5T Spec. Brushless up to 150 entrants have to be accepted for European Championships and GPs. The allocations 1/10 Touring Car modified will be decided at the section meeting first. When all allocations are confirmed the remainder of unfilled entries made available as open entry for the 1/10 Touring spec class.

Proposal to amend or change this rule

1/12 track - Modified and Spec 13.5 turn classes total 100 ~~entrants for 1/12 and 130 for~~ entries. 1/10 Off-Road ~~(One may consider up~~ - 2WD and 4WD classes, total entries 130 each class (up to ~~150~~ 140 participants ~~if timetable and~~ subject to facilities ~~i.e. driver tables etc, permit) are~~ available) can to be ~~accepted for European Championships and GP´s. For~~ accepted. 1/10 Touring Car Modified ~~& 1/10 Touring Car~~ and 13.5T Spec. Brushless up to ~~150~~ 180 entrants ~~have~~ can to be ~~accepted~~ accepted, if the organiser can cater for ~~European Championships and GPs.~~ this number. The minimum total that must be catered for is 150 across the classes. The allocations 1/10 Touring Car ~~modified~~ Modified and Spec classes will be decided at the section meeting first. When all allocations are confirmed the remainder of unfilled entries made available as open entry for the ~~1/10 Touring spec class.~~ support classes. These figures must be stated on the application and discussed at the Section AGM meeting prior to allocations being requested from the delegates.

Remarks, purpose of the proposal

The numbers have increased at our ECs so we need to be able to cater for this if possible. Not all tracks can fit 180 drivers in the pitting space so for option to limit at 150 must remain. Including the Spec class as a priority is long overdue as it is now the majority class. Re change in OR numbers see PW.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Amendment 1 – Passed

1/12 track - Modified and Spec 13. 5 turn classes- 12 heats of 10 cars. 1/10 Off-Road - 2WD and 4WD classes, total entries 130 each class (up to 140 participants subject to facilities available) can to be accepted. 1/10 Touring Car Modified and 13. 5T Spec. The allocations 1/10 Touring Car Modified and Spec classes will be decided at the section meeting first. When all allocations are confirmed the remainder of unfilled entries made available as open entry for the support classes. These figures must be stated on the application and discussed at the Section AGM meeting prior to allocations being requested from the delegates.

Seconded by: FEPRA

Voting result: 8 in favour, 0 against, 5 abstentions

Final vote – Proposal with Amendment 1

Seconded by: FEPRA ☐ Not seconded

☑ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 8 in favour, 0 against, 5 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 7.2.4

Spec. Brushless up to 150 entrants have to be accepted for European Championships and GPs. The allocations 1/10 Touring Car modified will be decided at the section meeting first. When all allocations are confirmed the remainder of unfilled entries made available as open entry for the 1/10 Touring spec class.

Proposal to amend or change this rule

100 entrants for 1/12 and 130 for 1/10 Off-Road (One may consider up to 150 participants if timetable and facilities i.e. driver tables etc, permit) are to be accepted for European Championships and GP´s. For 1/10 Touring Car Modified & 1/10 Touring Car 13.5T Spec. Brushless up to 150 entrants have to be accepted for European Championships and GPs. For 1/10 Formula One 21.5T Spec. Brushless and 1/10 Touring Car FWD 21.5T Spec. Brushless, a minimum of 25 places per class shall be reserved at every European Championship and Grand Prix at which the class is run. This reservation applies whether or not the class is designated as secondary to the main class under GR 3.2.1. The allocations 1/10 Touring Car modified will be decided at the section meeting first. When all allocations are confirmed the remainder of unfilled entries shall be made available as open entry ~~for~~ across the ~~1/10 Touring spec class.~~ classes run at the event, in an order published by the organiser in the event invitation.

Remarks, purpose of the proposal

Effect: within a 150 entry EC, 25 places each for FWD and F1, leave 100 places for TC Modified and 13.5T Spec. Places not taken up return to the other classes under my other Proposal 2 (7.2.4.1), so no entry is lost to the event.

Proposed by	FLAMRC, Luka Jovicic
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: NOMAC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☑ Rejected: 1 in favour, 7 against, 5 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – 7.2.7.

Drivers that finished in the Top 10 at a 1/10 Touring Car Modified European Championship (indoor or outdoor) in the last two championships held are not allowed to participate at the 1/10 Touring Cars 13.5T Spec. Brushless and the TC FWD 21.5T Spec. Brushless Blinky European Championship. At the 1/10 Touring Car modified & 1/10 Touring Car 13.5T Spec. Brushless European Championships drivers are only allowed to enter one of the two classes. All other drivers may compete in either 1/10 Touring Car Modified and TC FWD or1/10 Touring Car 13.5T Spec. Brushless and TC FWD.

Proposal to amend or change this rule

Drivers ~~that~~ who finished in the Top 10 ~~at a~~ in either the 1/10 Touring Car Modified or 13.5T Spec class at a European Championship (indoor or outdoor) in the last two ~~championships held are not allowed to participate at the 1/10 Touring Cars 13.5T Spec. Brushless and the TC FWD 21.5T Spec. Brushless Blinky European Championship. At the 1/10 Touring Car modified & 1/10 Touring Car 13.5T Spec. Brushless European Championships drivers~~ years are only allowed to enter one ~~of the two classes.~~ class. All other drivers are allowed to enter multiple classes. Junior drivers (up to and including 16 years of age) are exempt from this restriction and may compete in ~~either 1/10 Touring Car Modified and TC FWD or1/10 Touring Car 13.5T Spec. Brushless and TC FWD.~~ multiple classes regardless of their previous top 10 results..

Remarks, purpose of the proposal

Traveling to and competing in a European Championship involves significant personal expense for drivers. Grassroots and hobby drivers represent a substantial portion of the entry list, and their participation is vital for the financial viability of these events. Restricting these competitors from entering multiple classes reduces the value of their trip and may discourage them from attending altogether due to high travel costs relative to track time. Additionally, exempting junior drivers ensures that young, emerging talent is given maximum opportunity to gain valuable track time and racing experience without unnecessary restrictions.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Amendment 1 – Passed

Drivers who finished in the Top 10 in either the 1/10 Touring Car Modified or 13. 5T Spec class at a European Championship (indoor or outdoor) in the last two years are only allowed to enter one class. All other drivers are allowed to enter multiple classes. Junior drivers (up to and including 16 years of age) are exempt from this restriction and may compete in multiple classes regardless of their previous top 10 results. This may only happen after entry is complete and spaces are available.

Seconded by: FLAMRC

Voting result: 9 in favour, 0 against, 4 abstentions

Final vote – Proposal with Amendment 1

Seconded by: NOMAC ☐ Not seconded

☑ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 9 in favour, 0 against, 4 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 8.1

The Race Organiser must schedule all events for each day to be completed and the track closed by 18.30 hours. The pit area must be available for 1:30 hour after the last race. For 1/12th scale events it is recommend to complete each day by 19.30. It is recommended to end the last day early enough to allow participants to start their return journey.

Proposal to amend or change this rule

The Race Organiser must schedule all events for each day to be completed and the track closed by 18.30 hours. Weather conditions, numbers present and with the organisers co-operation the track can be opened for further practise. The pit area must be available for 1:30 hour after the last race. For 1/12th scale events it is recommend to complete each day by 19.30. It is recommended to end the last day early enough to allow participants to start their return journey.

Remarks, purpose of the proposal

The event is hosted in summer and we would normally have plenty of sunlight to continue racing. With recent changes in climate we have to look at the possibility of being more flexible with the schedule. Potentially we could have thunderstorms on any day in Central Europe. I propose we test this idea first with practise and if practicable we adopt the possibly of a second qualifying run if we ca guarantee that this last round has consistent conditions throughout the round. Introduce some flexibility here to allow us to ensure that we maximise the racing time for entrants.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: FEPRA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 8.1.2.

On-road 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 to amend or change this rule

On-road 1/10th Touring, 1/10th Formula One & 1/10th FWD EUROPEAN CHAMPIONSHIP:
Registration and Tech may open one day before. After a driver has registered they may use the 3-4 minute "Free Practise" slots, in heat order, in the afternoon for equipment testing only. No driver must complete a full 5 minute run as this would constitute practise. No marshalling required. This is at the organisers discretion and must be published in the Stage 2 report. 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, purpose of the proposal

A vast majority of entrants arrive the day before to secure a pit space, many take this opportunity to register and get their cars checked. Many would like the opportunity to check their equipment but the 21 day "no practise" rule forbids this. Not allowing the full 5 minutes on track negates any advantage of a "full" practise. There are many advantages to making this time available for the organisers - establish who the Team Managers are, allow the controlled tyre process to open, removes the rush element on a Friday morning etc. The "cons" are that any driver does not have to show up before registration ends, may be perceived as now it is required to show up that day early to not loose any advantage that others may have gained. Full disclosure of any revised schedule is a "must do" on the stage 2 report.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: FEPRA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 8.1.3.

Off-road 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: Two 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 to amend or change this rule

Off-road 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: Two Rounds of Controlled Practice and Qualifying Rounds 1-3

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.
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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.
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Feedback we heard from drivers, is that they rather have a few less rounds of practice, to have more racing. Also we had a request if a bump-up round could be added, to make things more interesting for the racers, but also for spectators and broadcasting. We have made a raceschedule which should be possible (see attachment). Also we have a request for a likewise schedule like 1:8th E-Buggy. Either options could be considered during the AGM Meeting. In any case, the minimum should be 3 round of finals, not like last year in Austria.

Remarks, purpose of the proposal

Feedback we heard from drivers, is that they rather have a few less rounds of practice, to have more racing. Also we had a request if a bump-up round could be added, to make things more interesting for the racers, but also for spectators and broadcasting. We have made a raceschedule which should be possible (see attachment). Also we have a request for a likewise schedule like 1:8th E-Buggy. Either options could be considered during the AGM Meeting. In any case, the minimum should be 3 round of finals, not like last year in Austria.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: FBA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

Current Rule – [8.1.3.]

Off-road 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: Two 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 for a new rule

The standard event schedule consists of Free/Controlled Practice, 5 Qualifying Rounds, and 3-leg Finals for all finals. For Seeding Rounds shall the best 2/3 consecutive laps from either Round be used for seeding. For seeding Rounds, control tyres must be used with cars passing Tech. except for chassis marking. To ensure the event can be completed within reasonable hours, the Organizer, in strict agreement with the EFRA Section Chairman, is permitted to adapt the daily schedule based on the total number of entries. Approved schedule variations for 2WD and 4WD include, but are not limited to: ? Option A (High Entries): o Day 1: 2-3 Free Practice, 2 Seeding Rounds, 2 Controlled Practice. o Day 2: 1 Warm-up Practice, Qualifying Rounds 1, 2, 3, and 4. o Day 3: 1

Warm-up Practice, Qualifying Round 5, followed by 3-leg Finals for all drivers Price ceremony. ? Option B (Low Entries): o Day 1: 2-4 Free Practice, 2 Seeding Rounds, 2 Controlled Practice. o Day 2: 2 Rounds Practice, Qualifying Rounds 1, 2 and 3. o Day 3: 1 Warm-up Practice, Qualifying Rounds 4 & 5, followed by 3-leg Finals for all drivers and Price ceremony. The final chosen schedule option and the detailed timetable must be officially presented and published in the Stage 2 Report. Day 1 shall also include registration and technical inspection. 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.

Remarks, purpose of the proposal

? Official Communication: Requiring the schedule to be published in the Stage 2 Report ensures that all competitors receive the information through the correct official channels well in advance. This allows drivers to plan their travel, accommodation, and time off accurately. ? Flexibility for Organizers: Every track and event has a different number of entries. A rigid schedule does not work when all finals are run as 3-legs. ? Prevents Midnight Finishes: Allowing the organizer to move the first qualifying round to Day 1 creates the necessary time buffer for large events (e.g., 15 heats) without breaking the rules. ? Mutual Control: Requiring agreement between the Organizer and the EFRA Section Chairman ensures that the schedule remains fair for the drivers, while still being logistically possible for the hosting club.

Proposed by	SBF, Lindbäck Nils
Proposal Status:	proposed to be new - released for AGM

Final vote – Original proposal

Seconded by: FBA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 7 in favour, 1 against, 3 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 9.1.3

Practice heats at 1/10 Touring Car Modified, 1/10 Touring Car 13.5T Spec.Brushless, 1/10 F1 European Championships &1/10 TC FWD European Championships must not be longer than 5 minutes. In between two heats there can be a break of up to 3 minutes maximum.

Proposal to amend or change this rule

Practice heats at 1/10 Touring Car Modified, 1/10 Touring Car 13.5T Spec.Brushless, 1/10 F1 European Championships &1/10 TC FWD European Championships must not be longer than 5 minutes. In between two heats there ~~can~~ must be a break of up to 3 ~~minutes maximum.~~ minutes.

Remarks, purpose of the proposal

Anything less than 3 minutes is problematic on a larger track. Three minutes allows the marshals to change over in a reasonable fashion on all tracks.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: FEPRA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

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.
Only for 10th On-road track: 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.

Proposal to amend or change this rule

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~~ - Void 1 2 ~~2~~ 2 3 4
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.
Only for 10th On-road track: A round maybe discounted if the track conditions are considered to have deteriorated or improved significantly during that round. This only applies to conditions beyond the organisers reasonable control.

Remarks, purpose of the proposal

To avoid people doing kamikaze runs and let good consistent drivers make the upper finals.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: DASU ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☑ Rejected: 2 in favour, 4 against, 7 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – 9.4.7

Off road heats will be run in the following sequence for the 5 qualifying rounds:
Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 1, 2, 3
Round 3: 7, 8, 9, 10, 11, 12, 13, 1, 2, 3, 4, 5, 6
Round 4: 10, 11, 12, 13, 1, 2, 3, 4, 5, 6, 7, 8, 9
Round 5: 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
On road heats will always be run from 1 to 15.

Proposal to amend or change this rule

~~Off road heats will be run in~~ Proposal: To have less confusion during the ~~following sequence for the 5 qualifying rounds:~~ event, keep heat orders as is: Round 1: ~~1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13~~ 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, 1, 2, 3~~ 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15 Round 3: ~~7, 8, 9, 10, 11, 12, 13, 1, 2, 3, 4, 5, 6 Round 4: 10, 11, 12, 13, 1, 2, 3, 4, 5, 6, 7, 8, 9 Round 5: 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. On road heats will always be run from 1 to 15.~~ etc, etc.

Remarks, purpose of the proposal

Proposal: To have less confusion during the event, keep heat orders as is: Round 1: 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15 Round 2: 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15 Round 3: etc, etc.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 9.4.8

If the number of Heats differs from the format detailed in 9.4.9, or if the event is planned with more/less Rounds, a sequence following this general theme has to be used.

Proposal to amend or change this rule

If the number of Heats differs from the format detailed in ~~9.4.9,~~ 9.4.7, or if the event is planned with more/less Rounds, a sequence following this general theme has to be used.

Remarks, purpose of the proposal

Refers to the wrong rule

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

Explanation: Deal with it as aTypo

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 to delete this rule

~~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.~~

Remarks, purpose of the proposal

Off road: One round of controlled practice using the official time keeping will be organized for the A finalists. Proposal: Can be taken out of the program.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be deleted - released for AGM

Amendment 1 – Passed

On road : A controlled practice will be applicable to all finals .

Seconded by: NOMAC

Voting result: 6 in favour, 1 against, 6 abstentions

Final vote – Proposal with Amendment 1

Seconded by: SBF ☐ Not seconded

☑ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 6 in favour, 1 against, 6 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 10.3

Off Road: All finals will be run in three legs. 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 to amend or change this rule

Off Road: ~~All finals~~ 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)~~ 'A' Finals 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, purpose of the proposal

Organising 3 leg Finals for all, takes a large number of hours even when using short 'turn-round' times. This would result in the last Final not starting until well into the evening with the current procedures detailed for organising the schedule. With 14 x 3 sets of Finals, the last A Final may not be completed until after 21:00 hr, plus prize giving time. This is not acceptable, especially on the final day of 4WD when some need to embark on return travel. The prime aim of an EC event is to ensure the 10 most deserving

over several years to ensure this can be achieved. All drivers not familiar with the venue/track being used, need several Practice runs to fine-tune car set-up and driving skills to be able to compete with 'local' drivers and those that have used the track prior to the EC. And, similar with Qualifying runs. Running 3 Finals for all, will not greatly affect the overall results classification. All drivers are assigned a specific Final, so running three times would only give the possibility of drivers moving up or DOWN a few places in the overall results. The system with 3 x 'A' Finals and single Final for others works well and achieves the best possible result to declare a Champion, within the daily time-frames dictated by rules. At the 2026 event, all Team Managers were informed in advance that only the 'A' would have 3 legs. There were no objections at the event.

Proposed by	EFRA, Worsley Paul EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 10.3

Off Road: All finals will be run in three legs. 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 to amend or change this rule

Proposal: Off Road: All finals will be run in three legs. 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, purpose of the proposal

Proposal: Off Road: All finals will be run in three legs. Each race of the Finals 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.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 9 in favour, 1 against, 1 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 10.3

Off Road: All finals will be run in three legs. 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 to amend or change this rule

Off Road: Only A final has 3 leg Final and a Practice Final.

All other finals will ~~be run in three legs. Each~~ only 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.~~ 1 final.
On Road: All Finals will be run in 3 legs from slow to fast.

Nobody has the time to watch three lower finals. When there are multiple final heats, the crowd gets spread out and the energy dies down quickly. A single final, however, concentrates everyone\'s attention into one explosive race.

Proposed by	OFMAV, LEVETZOW Rene
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 11.6

It is allowed to change the chassis of the car, providing the replacement is of the same design, spefications and material as the original item that was registered prior to the start of racing. The new chassis has to be registered and presented to the authority.

Proposal to delete this rule

~~It is allowed to change the chassis of the car, providing the replacement is of the same design, spefications and material as the original item that was registered prior to the start of racing. The new chassis has to be registered and presented to the authority.~~

Remarks, purpose of the proposal

Section 11.6 governs the replacement of damaged chassis during an event. Subject to the approval of Motion refers to 1.2-which incorporates the full scope and text of chassis replacements directly into Section B.1.2-Section 11.6 becomes entirely redundant. Removing Section 11.6 cleans up duplicate entries in Appendix 3 and ensures the rulebook remains streamlined. This motion is conditional upon the approval of Motion refer to 1.2. If Motion thats refer to 1.2 is rejected by the AGM, This Motion is automatically withdrawn.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be deleted - released for AGM

Final vote – Original proposal

Seconded by: Norway ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 12.6

The cars must allow fitting a time keeping transponder in a suitable position with the correct orientation.

Proposal to delete this rule

~~The cars must allow fitting a time keeping transponder in a suitable position with the correct orientation.~~

Remarks, purpose of the proposal

This rule is obsolete and reflects past race operations when organizers issued hand-out transponders requiring standardized mounting points. In modern racing, drivers universally utilize personal transponders permanently integrated into their own equipment. Removing this unnecessary requirement updates the rulebook to reflect current timekeeping standards and eliminates redundant regulations.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be deleted - released for AGM

Final vote – Original proposal

Seconded by: Norway ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 12.9

Side or rear windows must be clear. The driver may have his name on the side window in the same scale as the car.

Proposal to amend or change this rule

Side ~~or~~ and rear windows must be clear. The driver may have his name on the side window in the same scale as the car.

Remarks, purpose of the proposal

Wrong word are used

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: BRCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 9 in favour, 0 against, 4 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

6. ITEMS FOR GENERAL DISCUSSION.

Current Rule – A.

APPENDIX 3
ELECTRIC CARS

Suggestion

7.2.4.1 The organiser shall publish a maximum number of entries for each class run at the event in the event invitation, within the publication deadline set by GR 6.3.1. Where a class has not filled its published maximum at the re-allocation date set by GR 3.6.5, the unclaimed places shall be offered to the waiting lists of the other classes run at the event.

Proposed by	FLAMRC, Luka Jovicic
Proposal Status:	proposed to be discussed - released for AGM

Current Rule – A.

APPENDIX 3
ELECTRIC CARS

Suggestion

7.1.3 The status of the 1/10 Formula One 21.5T Spec. Brushless and 1/10 Touring Car FWD 21.5T Spec. Brushless events shall be determined by the number of confirmed entrants at the close of entries:

a) 20 or more entrants from at least 3 EFRA member countries: the event is run as a European Championship and the title of European Champion is awarded.

b) 15 to 19 entrants from at least 3 EFRA member countries: the event is run as a European Cup. The event is run under the same technical and race rules and within the same timetable as the European Championship, and the winner is declared European Cup Winner.

c) Fewer than 15 entrants, or entrants from fewer than 3 EFRA member countries: no European title or Cup is awarded.

Where a class is run as a European Cup under (b), the places reserved for that class under 7.2.4 remain reserved.

Proposed by	FLAMRC, Luka Jovicic
Proposal Status:	proposed to be discussed - released for AGM

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 TRACK SECTION MEETING.

EFRA RC MOTORSPORT EUROPE

EFRA ANNUAL SECTION MEETING

7-8th of November 2026

Van De Valk, Brussels, Belgium

MINUTES ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

The Electric Track Chairman Mr Chris Hardisty opened the meeting at

16:53

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovakia
Member Countries presents, section subscription, allocations etc: UKRAINE allocation requests:
1/12 MOD = 2
1/10 SPEC = 1

Attendance list

Country	Sub-scribed	Attendee / Delegate	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	☑		0	0	0	0	0	0	0	0	0	0
Belgium	☑		0	1	0	1	0	0	0	0	0	0
Bulgaria	☐		0	0	0	0	0	0	0	0	0	0
Croatia	☐		0	0	0	0	0	0	0	0	0	0
Czech Republic	☐		1	2	1	0	0	0	0	0	0	0
Denmark	☑		0	0	0	12	0	3	0	0	0	0
EFRA Country (S)	☐		0	0	0	0	0	0	0	0	0	0
Estonia	☑		0	0	0	0	0	0	0	0	0	0
Finland	☐		3	2	2	0	0	0	1	0	0	0
France	☑		2	4	5	12	0	3	0	0	0	0
Georgia	☐		0	0	0	0	0	0	0	0	0	0
Germany	☑		12	25	12	18	5	5	5	0	0	0
Great Britain	☑		6	28	2	3	0	3	0	0	0	0
Greece	☐		0	0	0	0	0	0	0	0	0	0
Hungary	☐		0	0	0	0	0	0	0	0	0	0
Ireland	☐		0	0	0	0	0	0	0	0	0	0

Italy	☐		2	2	2	2	2	1	0	0	0	0
Luxembourg	☑		1	1	0	1	0	1	0	0	0	0
Monaco	☐		0	0	0	0	0	0	0	0	0	0
Netherlands	☑		0	3	5	3	0	3	0	0	0	0
Norway	☑		4	2	8	6	0	4	0	0	0	0
Poland	☐		0	0	0	0	0	0	0	0	0	0
Portugal	☑		0	0	0	0	0	0	0	0	0	0
Romania	☐		0	0	0	0	0	0	0	0	0	0
Slovakia	☐		0	0	0	0	0	0	0	0	0	0
Slovenia	☐		0	0	0	0	0	0	0	0	0	0
Spain	☑		0	0	5	5	5	0	0	0	0	0
Sweden	☑		5	4	10	40	0	20	0	0	0	0
Switzerland	☑		0	0	1	4	0	0	0	0	0	0
Turkey	☐		0	0	0	0	0	0	0	0	0	0
Ukraine	☐		2	0	0	2	0	0	0	0	0	0
Total subscribed		**14**										
Total present		**0**										
Present without subscription		**0**										
Total allocations			**38**	**74**	**53**	**109**	**12**	**43**	**6**	**0**	**0**	**0**

Allocations can be changed till January 21st. 2027. 14
Maximum votes for Track Section =.
Number of Federations represented to vote = 14
Other persons present:

3. MINUTES OF 2025 SECTION MEETING

AGM November 2025
Matters arising from the minutes: None
The minutes were checked and accepted as written at the AGM 2025.
The following person was elected to check the minutes of this year:
Netherlands and Norway

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2026 season
Letter from Montech relating to bodies.

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen

KB -
The 2026 EFRA European Championship for 1/12th scale electric on-road cars, held in Messina, Sicily, delivered a competitive and well-organized event that lived up to expectations.

Hosted with strong coordination between the local club and AMSCI, the race benefited from a completely renewed track. The updated layout and surface gave the event a fresh feel, though it also introduced a key challenge: grip levels on the carpet were noticeably low. This proved decisive, as several top contenders struggled to adapt their setups and driving style to the conditions.

The championship featured two categories: Stock Spec and Modified. Participation was solid, with 45 drivers in Stock Spec and 36 in Modified, ensuring deep and competitive fields. A controlled tire treatment was implemented, with the additive Speedtech by M. Mobers distributed as a handout by the organizers, helping maintain fairness across both classes.

On track, the finals delivered exactly what fans hoped for--tight, exciting, and often intense battles in both categories. Drivers had to balance precision and patience, especially given the tricky grip conditions.

In the Modified class, Alexander Hagberg (SWE) once again demonstrated his dominance, securing the European title for the ninth time. He was joined on the podium by Mathias Nedrebo (NOR) in second place and defending champion Marc Rheinard (GER) in third.

The Stock Spec category saw Adam Iszay (HUN) take the European Championship title, ahead of Ollie Payne (GBR) in second and Andrea Torregianni (GBR) in third. Torregianni also stood out by claiming the Junior title in Stock Spec, while Lukas Niederer (GER) earned the Junior championship in Modified.

Overall, the event in Messina can be considered a success. Despite the technical challenges posed by the low-grip surface, the high level of competition, strong organization, and thrilling finals made it a memorable European Championship for drivers and fans alike.

12th Chairman
Krist Bultynck

CH -
The 10th Track EC was in Luxembourg which attracted a large entry. The great venue, organisers and staff made this a great event overall. The racing was close, fast and fair producing 3 worthy European Champions - Bruno Ceohlo (FEPRA) in Mod, Max Machler (DMC) in Spec and Stephan Schultz (DMC) in FWD. We also had our Junior Champions - Maty Knopp (RCACR) in Mod, Kriz Jaroslav (ZVAZ) in Spec and Lucas Ott (DMC) in FWD.
Congratulations to FLAMMRC and the LMCC, a personal thank you to Brian Eldridge, the British Team Manager who recognised I was physically struggling and stepped in to assist. Also a special thanks to Marco Claus and Jeff Mersch for organising the transport and accommodation for the officials which made attending the event a pleasure.
The IFMAR WC in China didn't happen and it has been rescheduled in the week following the AGM, the EFRA entry numbers have decreased from 55 to 46, still a significant number and a very competitive pool of talent. I hope to be able to report on our Bloc's successes next year.

6. EC'S 2027-2028

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.

Applications 1/10th & 1/12th On Road

Year/Date	Alt. Date	Status	Country	Venue
2028		EC 1/12	Great Britain	TBC
2028		EC 1/10	Germany	Berlin
2028/29		EC/WC 1/10	Netherlands	Apeldorn
2028/29		EC/WC 1/12	Belgium	Zwevegem
2028		EC 10th On-road	Portugal	Lisboa

Final Race calendar 2027 1/10th & 1/12th On Road

Year/Date	Status	Country	Venue
8-11th April 2027	EC 1/12	Slovakia	Trencin
2027 Aug 5-7	EC 1/10	Sweden	Lidkopings

Future Race calendar Championships 2028 1/10th & 1/12th On Road

Year/Date	Alt. Date	Status	Country	Venue
2028		EC 1/12	Great Britain	TBA
2028	August	EC 1/10	Germany	Berlin

Tyres for the 1/10th Touring Car EC 2027: See Rules.
12th Track - GB
10th Track - 10 votes to 3

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.
Proposal for Appendix 3 B On Road Classes

Current Rule – 1.2
Two chassis can be submitted, inspected and marked. When wet conditions are declared any chassis, marked or otherwise, may be use.
Proposal to amend or change this rule
~~Two~~ Drivers may submit and present chassis ~~can be submitted, inspected~~ for technical inspection and ~~marked.~~ marking prior to the start of racing. When wet conditions are o?icially declared by the Race Director, any ~~chassis,~~ marked ~~or otherwise,~~ chassis may be

~~use.~~ used. It is allowed to replace or change a damaged chassis during an event, provided that the replacement chassis is of the exact same design, specification, and material as the item originally inspected and registered prior to the start of racing. Any replacement chassis must be presented to and registered by Technical Inspection before taking to the track..

Remarks, purpose of the proposal

Rule B.1.2 currently contains grammatical oversights ("may be use") and allows unmarked chassis in wet conditions, creating a loophole where uninspected equipment enters the track. Updating Section B.1.2 ensures that all chassis used under any condition (dry, wet, or as a replacement) must be inspected and marked prior to taking to the track. Consolidating damaged chassis replacement rules directly into Section B.1.2 clarifies procedures for competitors and ensures complete oversight for technical inspection. (Note: Approval of Motion renders Section 11.6 redundant, prompting its deletion under Motion that refers to 11.6).

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: BRCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 1.3

All racers are only permitted to use ONE car on the track during each practice run. This rule counts for all open practice rounds on the first day of the EC (free and controlled). The rule is the same for all classes, all racers, and all team, only ONE car per run.

Proposal to amend or change this rule

~~All racers~~ Drivers are ~~only~~ strictly permitted to use only ONE car on the track during ~~each~~ any practice run. This ~~rule counts for~~ restriction applies to all ~~open~~ practice ~~rounds on~~ sessions (free and controlled) from the first day ~~of~~ and throughout the ~~EC (free and controlled). The rule is the same~~ entire event, without exception for ~~all classes, all racers, and all team, only ONE car per run.~~ any driver, class, or team.

Remarks, purpose of the proposal

The current wording contains repetitive language, informal phrasing, and restricts the single-car limit to only the first day. Extending the rule to cover all practice sessions throughout the entire duration of the event prevents drivers from switching or testing multiple cars within a single run, ensuring equal conditions, better track safety, and clear enforcement for race officials.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: Norway ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 6.1.1

LMP body shells must be submitted to the EFRA Body shell Homologation Officer for approval. A list of homologated bodies must be sent with the drivers package and to the organisers and be available on the EFRA website.
The following is the specification for approval of 1/12 Prototype Sports car body shells. They should be used by the Homologation officer to enable clear and consistent application of standards for future approvals.
Lower body cut line is to be used as the reference plane for all height dimensions.

(B) Minimum cockpit width - 55mm (measured at the lower window line)
(C) Minimum Roll bar height Open cockpit 55mm
(D) Maximum distance from Drivers helmet to top of roll bar Open cockpit -11mm
(E) Minimum cockpit width Open cockpit 65mm (Measured at the point it intersects with the side pod)
(F) Minimum front wheel arch height 46mm (Including vents) (measured at a point 15mm from edge of body)
(G) Minimum rear wheel arch height 50mm (measured at a point 10mm from edge of body)
(H) Maximum overall width 176mm
(I) Minimum overall width 168mm
(J) Max. wing / spoiler height 65mm
(K) Max. front overhang (From centre of front wheel) 70mm
(L) Max. rear overhang (from centre of rear wheel) 70mm
(M) Max. length overall 340mm
(N) Minimum side pod height 30mm
(O) The side dam must blend fully (disappear) into the main body shape within 110mm of the rear edge of the body/side dam.
(P) Max side dam height 72mm
The body side forward of the side dam must have a radiused edge, no lips or upward extensions are acceptable

Proposal to amend or change this rule

~~LMP~~ 6.1.1LMP body shells must be submitted to the EFRA Body shell Homologation Officer for approval. A list of homologated bodies must be sent with the drivers package and to the organisers and be available on the EFRA website. The following is the specification for approval of 1/12 ~~Prototype Sports car~~ LMP body shells. They should be used by the Homologation officer to enable clear and consistent application of standards for future approvals. Lower body cut line must sit entirely on a common plane and is to be used as the reference plane for all height dimensions. All measurements are to be taken from the moulded side of the body shell, to account for variations in material thickness. (A) Minimum cockpit height ~~—~~ - Closed cockpit ~~—~~ - 55mm (Excluding any air scoops / air boxes) Minimum cockpit width ~~—~~ - Closed cockpit ~~—~~ - 70mm (Measured at the point it intersects with the side pod) (B) Minimum cockpit width - Closed cockpit - 55mm (measured at the ~~lower window line)~~ widest point excluding any fillet into the sidepod) (C) (Remove - wrong dimension reference) (D) Minimum Roll bar height ~~—~~ - Open cockpit ~~—~~ - 55mm ~~(D)~~ (E) Maximum distance from Drivers helmet to top of roll bar ~~—~~ - Open cockpit -11mm ~~(E)~~ (F) Minimum cockpit width ~~—~~ - Open cockpit ~~— 65mm~~ - 55mm (Measured at the widest point ~~it intersects with~~ excluding any fillet into the ~~side pod) (F)~~ sidepod) (G) Minimum front wheel arch height ~~—~~ - 46mm (Including vents) (measured at a point 15mm from edge of body) ~~(G)~~ (H) Minimum rear wheel arch height ~~—~~ - 50mm (measured at a point 10mm from edge of body) ~~(H)~~ (I) Overall Width - Maximum ~~overall width — 176mm (I)~~ - 176mm, Minimum ~~overall width —~~ - 168mm (J) Max. wing / spoiler height ~~—~~ - 65mm (K) Max. front overhang ~~(From centre of front wheel) —~~ (from plane at which (G) is measured) - 70mm (L) Max. rear overhang (from ~~centre of rear wheel) —~~ plane at which (H) is measured) - 70mm (M) Max. length overall ~~—~~ - 340mm (N) Minimum side pod height ~~—~~ (all areas of the body bound by planes (G) and (H)) - 30mm (O) The rear side dam must blend fully (disappear) into the main body shape within 110mm of the rear edge of the body/side dam. (P) Max side dam height ~~—~~ - 72mm (Q) The front wheelarch must blend fully (disappear) into the main body shape within 110mm of plane (G) The body side forward of the side dam must have a radiused edge, no lips or upward extensions taller than 1mm are ~~acceptable~~ acceptable. The cockpit must blend fully into the main body shape within the area bound by planes (G) and (H). On closed cockpit bodies, any section of the cockpit profile between planes (B) and (G) must only have one direction of curvature of a minimum radius of 10mm.

Remarks, purpose of the proposal

The existing dimensional rules allow almost any shape of cockpit profile, leading to non-realistic shapes that do not conform to the requirement for "a reasonable representation of an existing... ...WEC prototype." Current interpretation of the rules for the closed cockpit area of the body allow almost any shape to be approved. The longer the current rules are allowed to stand, the greater the ability to set precedents that lead to aero shells with no relationship to current WEC prototypes. We see where this goes in touring cars, this proposal seeks to stop this trend in 12th Track. This proposal clarifies existing dimensions so that almost all current bodies will remain unchanged. This proposal increases clarity to enable the Body Homologation Officer to give "clear and consistent application of standards for future approvals." All diagrams remain unchanged.

Proposed by	BRCA, Winton Peter
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SBF ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 7 in favour, 1 against, 5 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule –

Bodies must be a reasonable representation of a full size LMES / ALMS / LMP / WSC prototype.
Open cockpit cars to have twin roll bars as current LMES / ALMS

Open cockpit cars must have a representative drivers helmet and cockpit opening
The name of the prototype must be used for the homologation process.
The name of the prototype does not have to be used for general sales and marketing.
Only fins or strakes that are present on the full size prototype will be allowed.
The body must not be cut above the lower cut line.
Cut-outs in the shell will be allowed only if clearly defined on the full size prototype.
Once Homologated there must be no changes to the design, trim lines, detail lines or any feature of the body. All changes will require resubmission for approval and an additional revision letter added to the part number- Example 15001A - Original - 15001B for a 2ndRev. Etc
The manufacturer s par number must be clearly marked on the shell alongside the windscreen area
All new homologation must meet the above criteria.

Proposal to amend or change this rule

Bodies must be a reasonable representation of a full size ~~LMES / ALMS / LMP / WSC~~ WEC prototype.
~~Open cockpit cars to have twin roll bars as current LMES / ALMS Open cockpit cars must have a representative drivers helmet and cockpit opening The name of the prototype must be used for the homologation process. The name of the prototype does not have to be used for general sales and marketing.~~ Only fins or strakes that are present on the full size prototype will be allowed.
The body must not be cut above the lower cut line.
Cut-outs in the shell will be allowed only if clearly defined on the full size prototype.
Once Homologated there must be no changes to the design, trim lines, detail lines or any feature of the body. All changes will require resubmission for approval and an additional revision letter added to the part number- Example 15001A - Original - 15001B for a 2ndRev. Etc
The manufacturer s par number must be clearly marked on the shell alongside the windscreen area
All new homologation must meet the above criteria.

Remarks, purpose of the proposal

The current list of cars to be used as reasonable representations is no longer valid. World Endurance Championship (WEC) covers all cars used in the WEC. Our body shells most closely resemble WEC LMP2 cars at present. The requirements for open cockpit cars are removed. Open cockpit cars are no longer raced in the WEC. Should they return we should update our requirements in light of the WEC rules then in place. Approvals have not been made for many years based on the manufacturer naming a prototype car as the basis for their body design. This requirement is removed. It may be re-instated later if it is required to control homologation procedures. The proposal to clarify the cabin dimensions includes a requirement used in WEC LMP2 cars that the cabin may not extend further forward that top of the front wheel arch, or further rearward than the top of the rear wheel arch. This helps manufacturers retain a reasonable representation of the full-size cars, and provides a means for the Body Homologation Officer to stop rule interpretations by manufacturers that do not give a reasonable representation of a WEC car.

Proposed by	BRCA, Winton Peter
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SBF ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 8 in favour, 0 against, 5 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 7.1

BODIES:

Proposal to delete this rule

~~BODIES:~~

Remarks, purpose of the proposal

This section has no function. Follow the GBS rules in the following paragraph

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be deleted - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 10 in favour, 0 against, 2 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – [7.]

PARTICULAR TO 1:10 ELECTRIC SALOON CARS

Proposal for a new rule

Mandate to the EFRA Committee and Homologation officer: 1. Scale Realism Mandate: EFRA shall revise the Global Body Spec (GBS) guidelines to strictly enforce the visual and structural identity of real-world Touring Cars. 4WD Touring Car bodyshells that feature exaggerated "wedge/cab-forward" profiles, unnatural aerodynamic side-sculpting, or shapes that depart significantly from fullscale production vehicles shall no longer be accepted for EFRA homologation. 2. Strict Homologation Enforcement: Bodyshells and their included rear wings must be submitted, measured, and approved as a single, fully integrated productionready package. If a manufacturer's final production shell deviates from the approved plug or violates dimensional tolerances, the homologation approval shall be immediately revoked. The EFRA rulebook shall not be altered or expanded to accommodate non-compliant production bodies. 3. Category Definition Review: If the market continues to demand unrestricted, ultrahigh-downforce aerodynamic shells, EFRA shall o?icially reclassify that category under a separate "4WD Open / Prototype" class, reserving the 1/10th Electric Touring Car title exclusively for scale-accurate representations of real Touring Cars.

Remarks, purpose of the proposal

The original philosophy of 1/10th Electric Touring Car racing was built on racing highperformance scale models of real-world cars. In recent years, an unrestricted "aerodynamic arms race" driven by body manufacturers has resulted in 4WD bodyshells (such as recent ultra-aggressive designs) that bear no visual resemblance to modern production touring cars. This relentless focus on extreme aero-downforce and cornering speeds increases chassis stress, inflates driver expenditure, and alienates both grassroots racers and spectators. Looking at established categories like 1/5th Large Scale, strict regulation of body shape and material thickness has successfully preserved class identity, controlled costs, and maintained healthy participation over decades. Conversely, historic decisions in other categories (such as shortening nitro heats to 4 minutes) demonstrate how chasing shortterm performance compromises long-term category health. Furthermore, recent homologation controversies-where bodyshells and wings were evaluated separately or where rulebook dimensions were altered post-approval to fit noncompliant commercial products-send the wrong message to manufacturers. EFRA must set the rules for manufacturers to follow, not alter the rules to fit non-compliant manufacturing plugs. Re-establishing strict GBS scale compliance and rigid homologation enforcement protects the core identity of 4WD Touring Car racing, levels the playing field, and prevents manufacturers from dictating the direction of the sport.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be new - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Not seconded

Current Rule – 7.2

GBS1 Rules
MEASUREMENTS AND WEIGHTS
(NOTE: Heights measured based on 5 mm ground clearance)
Maximum overall width (with body): 195 mm
Maximum overall width (without body): 190 mm
Minimum weight: 1320 gram
Wing: maximum wing size including endplates: 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between

shell and wing), on the moulded mounts provided at the back of the shell.
All features (front splitter/bumpers) from the original moulding must remain on the shell.
Maximum wheel rim diameter (excl. ribs): 50 mm
The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed. All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).
Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Proposal to amend or change this rule

~~GBS1 Rules~~ **MEASUREMENTS AND ~~WEIGHTS (NOTE: Heights measured based~~ WEIGHTS:**
7.2.1 Bodies must closely resemble 4 door sedan-style cars that have raced in a full-scale Touring Car (TC) series in the last 5 years. No GT, LMH, LMP, VTA or other 2-door sports car style bodies are allowed. All TC must comply with the Global Body Specifications shown in Appendix 3.B § 7.3.
7.2.2 Stickers may not be used on ~~5 mm ground clearance) Maximum overall width (with body): 195 mm Maximum overall width (without body): 190 mm Minimum weight: 1320 gram Wing:~~ top of the bodyshell to meet the minimum height requirements. Stickers may be placed on the roof provided they do not interfere with normal pre-race technical inspections.
7.2.3 The rear of the bodyshell may not be cut higher than 45mm above the race surface (incl. assumed ride height of 5mm). This is equivalent to a maximum of 50mm when the chassis is resting on 10mm blocks.
7.2.4 Windows cannot be cut out and functional air vents cannot be cut into the bodyshell (excl. wing).
7.2.5 All ribbing molded into the bodyshell must be no more than 4mm wide and no more than 2mm above of below the surrounding surface area of that ribbing.
7.2.6 No extensions of any sort (e.g. trailer hitches) may protrude beyond back of rear bumper.
7.2.7 Leading edge surface of front splitter must be at least 2mm tall.
7.2.8 Wing Rules:
7.2.8.1 A rear wing ~~size including endplates: 190w x 40d x 20h mm Wings~~ is not required; however, when a wing is used, only one wing is allowed. No multi-surface wings are allowed (i.e. bi-plane type).
7.2.8.2 The wing must be fastened to ~~be mounted directly to the body (no spacer between shell and wing), on~~ the moulded mounts provided at the back of the ~~shell. All features (front splitter/bumpers) from the original moulding must remain~~ bodyshell (no spacers between bodyshell and wing are allowed).
7.2.8.3 Maximum wing size inclucing endplates: 190mm (w) x 40mm (d) x 20mm (h).
7.2.8.4 The wing height mounted on the ~~shell. Maximum wheel rim diameter (excl. ribs): 50 mm~~ bodyshell is..
7.2.9 The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed.
7.2.10 All cars must have independent suspension operating on all four (4) wheels (no ~~PRO 10~~ PRO10 cars allowed).
7.2.11 Only a fixed single ratio transmission is allowed and it may not include ~~a~~ mechanical ~~device/s~~ devices between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Item	Limit	Specification
Wheelbase	Min/Max	250/270mm
Total Length	Max	460mm
Height with 10mm blocks under Chassis	Min	117mm
Track Width with body/without body	Max	195/190mm
Race-Ready Weight	Min	1300 gram
Wheels Diameter (excl. ribs)	Max	50mm
Wheels Width	Max	26mm
Rear Wing Width	Max	190mm
Rear Wing side dams	Max	40x20mm
Battery # of Cells & Type	Max	2s Lipo Only
Battery Voltage	Max	8.40v

Remarks, purpose of the proposal

Remove measurements in the pictures and Replave unstructered Content with subnumbered chapter to have better guidance through the rule, the sense has not changed

Proposed by	EFRA, Aebi Jacqueline EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ □ Not seconded

□ Amendment to be voted on first

Voting result

□ Passed unanimously

□ Passed: _____ in favour, _____ against, _____ abstentions

□ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 7.2

GBS1 Rules
MEASUREMENTS AND WEIGHTS
(NOTE: Heights measured based on 5 mm ground clearance)
Maximum overall width (with body): 195 mm
Maximum overall width (without body): 190 mm
Minimum weight: 1320 gram
Wing: maximum wing size including endplates: 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.
All features (front splitter/bumpers) from the original moulding must remain on the shell.
Maximum wheel rim diameter (excl. ribs): 50 mm
The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed. All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).
Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Proposal to amend or change this rule

GBS1 Rules
MEASUREMENTS AND WEIGHTS
(NOTE: Heights measured based on 5 mm ground clearance)
Maximum overall width (with body): 195 mm
Maximum overall width (without body): 190 mm
Minimum weight: 1320 gram
Wing: maximum wing size including endplates: 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.
All features (front splitter/bumpers) from the original moulding must remain on the shell.
Maximum wheel rim diameter (excl. ribs): 50 mm
The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed. All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).
Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).
Move the overall minimum vehicle weight requirement (Minimum weight: 1320 grams) from the GBS1 Bodywork / Bodyshell Regulations section to Section 7.2 (MEASUREMENTS AND WEIGHTS) under chassis technical specifications

Remarks, purpose of the proposal

Listing the total vehicle weight limit under bodywork regulations creates structural inconsistency within the rulebook. The minimum weight of 1320 grams applies to the complete, race-ready car (chassis, electronics, battery, and bodywork combined), whereas bodywork rules should strictly govern shell dimensions, cutouts, and standalone shell weight. Moving this requirement to Section 7.2 places all vehicle-level technical specifications in a logical, centralized location, making the rulebook easier to navigate for competitors and technical inspectors.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ □ Not seconded

□ Amendment to be voted on first

Voting result

□ Passed unanimously

□ Passed: _____ in favour, _____ against, _____ abstentions

□ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 7.2

Measurements of a TC bodyshell for homologation:
A: Front Bumper width maximum 10mm
B: Motorhood length minimum 105mm
C: Front Window height maximum 85mm
D: Car Roof length minimum 90mm
E: Rear Window height minimum 65mm
F: Trunk of the car length maximum 65mm
G: Spoiler posts maximum 3 maximum 25mm
H: Bodyshell overall length minimum 410mm
I: Front door to Rear door width minimum 170mm
J: Side Window height minimum 35mm
K: Front Window width under minimum 140mm to maximum 155mm
L: Front Window width up minimum 110mm tot maximum 125mm
M: Car Roof width middle of the car minimum 115mm
N: Bodyshell width (overall) maximum 195mm
O: Forward Edge of C-pillar width minimum 150mm
P: Rear Window width up minimum 95mm
Q: Roof to the upper line window height maximum 10mm
R: Bodyshell height measured on the car from the ground minimum 112mm
S: Rear Bumper height measured on the car from the ground maximum 45mm
A homologated bodyshell must have an Efra approval number engraved in the front windscreen.

Proposal to amend or change this rule

Measurements of a TC bodyshell for homologation:
A: Front Bumper width maximum 10mm
B: Motorhood length minimum 105mm
C: Front Window height maximum 85mm
D: Car Roof length minimum 90mm
E: Rear Window height minimum 65mm
F: Trunk of the car length maximum 65mm
G: Spoiler posts maximum 3 maximum 25mm
H: Bodyshell overall length minimum 410mm
I: Front door to Rear door width minimum 170mm
J: Side Window height minimum 35mm
K: Front Window width under minimum 140mm to maximum 155mm
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O: Forward Edge of C-pillar width minimum 150mm
P: Rear Window width up minimum 95mm
Q: Roof to the upper line window height maximum 10mm
R: Bodyshell height measured on the car from the ground minimum 112mm
S: Rear Bumper height measured on the car from the ground maximum 45mm
A homologated bodyshell must have an Efra approval number engraved in the front windscreen.
Chassis Plate Thickness & Machining Restrictions: The main chassis plate must have a nominal minimum thickness of 1.5 mm across its entire surface. Localized machining/recessing on the chassis plate is strictly restricted to: 1. The area directly underneath the electric motor, limited longitudinally to the length of the motor CAN position plus a maximum margin of ±5 mm. 2. An identically sized and positioned mirrored zone on the opposite side of the chassis centerline underneath the battery. The maximum depth of any such recess is 0.5 mm (leaving a minimum remaining material thickness of 1.0 mm in the recessed zones). Recessing or pocketing anywhere else on the chassis plate-including suspension mounting points, bulkhead areas, or drivetrain pass-throughs-is strictly prohibited.

Remarks, purpose of the proposal

The unregulated pursuit of a lower centre-of-gravity (CG) has resulted in chassis plates being aggressively hollowed out or manufactured from ultra-thin, highly fragile materials, driving up development and replacement costs for racers. Establishing a

nominal minimum chassis thickness of 1.5 mm prevents the use of overly fragile or exotic materials. Allowing a strictly controlled 0.5 mm recess exclusively under the motor position (±5 mm margin) and its mirrored counterpart under the battery accommodates essential component clearance and CG tuning without sacrificing structural integrity. Explicitly banning pocketing across the rest of the chassis plate-especially near suspension mounts and bulkheads-ensures a level playing field, prevents structural weak points, and makes technical inspection straightforward with standard measuring tools.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Not seconded

Current Rule – 7.2

Measurements of a TC bodyshell for homologation:
A: Front Bumper width maximum 10mm
B: Motorhood length minimum 105mm
C: Front Window height maximum 85mm
D: Car Roof length minimum 90mm
E: Rear Window height minimum 65mm
F: Trunk of the car length maximum 65mm
G: Spoiler posts maximum 3 maximum 25mm
H: Bodyshell overall length minimum 410mm
I: Front door to Rear door width minimum 170mm
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M: Car Roof width middle of the car minimum 115mm
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O: Forward Edge of C-pillar width minimum 150mm
P: Rear Window width up minimum 95mm
Q: Roof to the upper line window height maximum 10mm
R: Bodyshell height measured on the car from the ground minimum 112mm
S: Rear Bumper height measured on the car from the ground maximum 45mm
A homologated bodyshell must have an Efra approval number engraved in the front windscreen.

Proposal to amend or change this rule

Measurements of a TC bodyshell for homologation:
A: Front Bumper width maximum 10mm
B: Motorhood length minimum 105mm
C: Front Window height maximum 85mm
D: Car Roof length minimum 90mm
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O: Forward Edge of C-pillar width minimum 150mm
P: Rear Window width up minimum 95mm
Q: Roof to the upper line window height maximum 10mm
R: Bodyshell height measured on the car from the ground minimum 112mm
S: Rear Bumper height measured on the car from the ground maximum 45mm
"T: Spoiler post height - A datum line shall be established from a point 105mm vertically above the intersection of measurements A and B, with the datum line resting on the highest point of the bodyshell roof and extending rearwards over the spoiler posts. The

highest point of the spoiler posts must be a minimum of 20mm below this datum line, measured perpendicular to the datum line."
A homologated bodyshell must have an ~~Efra~~ EFRA approval number engraved in the front windscreen.

Remarks, purpose of the proposal

Recent bodyshell designs have shown a trend towards increasingly high rear spoiler posts. There is concern that, if this trend continues, touring car bodyshell designs could move progressively towards a profile more similar to 1/12th scale LMP bodyshells, particularly in the height of the rear bodywork and spoiler mounting. This proposal introduces a proportionate limit on spoiler post height while still allowing variation between different bodyshell designs. Importantly, the measurement would form part of the GBS homologation process and, once a bodyshell has been approved, would not require any additional measurement or technical inspection at race events. A diagram and explanatory video demonstrating the proposed measurement process will be produced ahead of the EFRA AGM to provide additional clarity.

Proposed by	BRCA, Winton Peter
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: NOMAC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

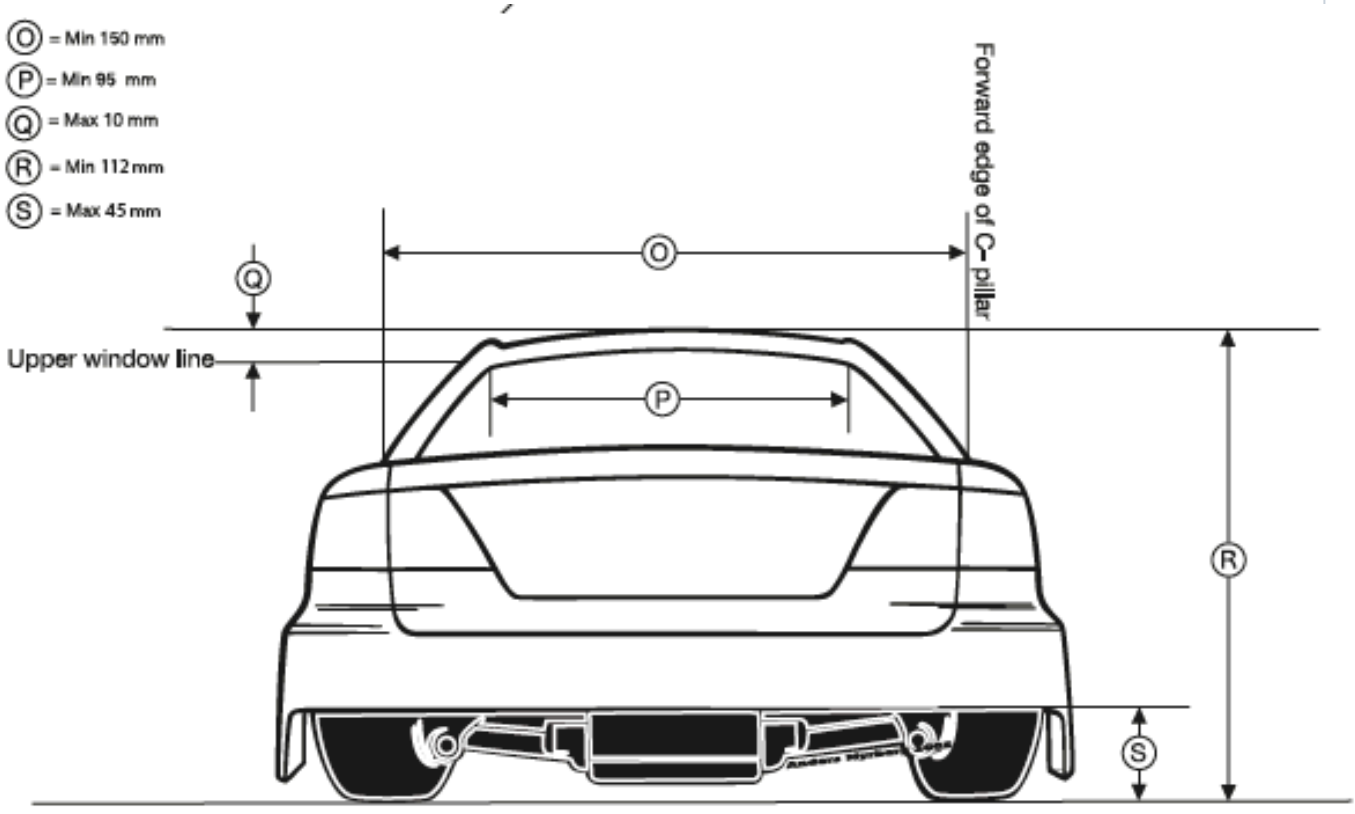
☑ Passed: 11 in favour, 0 against, 1 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 7.2.1



Proposal to amend or change this rule

(R) Bodyshell height measured on the car from the ground (at 5 mm ground clearance) - minimum 115 mm. The lower trim line must strictly follow the manufacturer's molded trim line and must not be cut or raised above this line.

Remarks, purpose of the proposal

The reduction of the minimum bodyshell height from 115 mm to 112 mm in 2021 introduced unintended side e?ects. To achieve lower overall car profiles and aerodynamic advantages under the 112 mm limit, drivers frequently cut and trim the bottom edge of bodyshells well above the manufacturer's intended trim lines. This practice distorts the proportions of the body, weakens the lower structure, and compromises scale realism. Reinstating the 115 mm minimum height removes the incentive to aggressively over-trim

bodyshells, ensures bodies are mounted and cut as intended by manufacturers, and restores realistic Touring Car proportions and structural integrity.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Not seconded

Current Rule – 7.2.2

Only One (1) single level rear wing may be used with the body shell.

Proposal to delete this rule

~~Only One (1) single level rear wing may be used with the body shell.~~

Remarks, purpose of the proposal

Remove Section 7.2.2 as a standalone clause and consolidate its requirement directly into Section 7.2 (GBS1 Rules - Measurements and Weights): 7.2 GBS1 Rules - MEASUREMENTS AND WEIGHTS ? Maximum overall width (with body): 195 mm ? Maximum overall width (without body): 190 mm ? Minimum weight: 1320 gram ? Maximum wheel rim diameter (excl. ribs): 50 mm ? The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed. ? All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed). ? Only a fixed single ratio transmission is allowed and it may not include mechanical devices between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches). ? All features (front splitter/bumpers) from the original moulding must remain on the shell. ? Wing: o Only one (1) single-level rear wing may be used with the bodyshell. o Maximum wing size including endplates: 190w x 40d x 20h mm. o o Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell. o The highest point of the wing must not exceed the highest point of the roof. Justification Having a separate clause (7.2.2) that merely states "Only One (1) single level rear wing may be used with the body shell" creates unnecessary fragmentation when Section 7.2 already contains the full GBS1 technical breakdown for rear wings. Integrating this single-level restriction directly into the wing parameters under Section 7.2 streamlines the text, removes redundant numbering, and ensures all rear wing requirements are located in one single place. Reinstating the roofline height restriction maintains realistic scale aesthetics and eliminates extreme aerodynamic setups.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be deleted - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Not seconded

Current Rule – 7.2.2

Only One (1) single level rear wing may be used with the body shell.

Proposal to amend or change this rule

Only One (1) single level rear wing may be used with the body shell.
In race mode, the wing height must not exceed 115 mm as measured from the surface. When the chassis is measured on 10-mm blocks, the maximum height of the rear wing must not exceed 120 mm.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 7.3

TRANSMISSION AND SUSPENSION The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed. All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed) . Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches) .

Proposal to amend or change this rule

7.3 Global Body Specifications (GBS) for 1/10th Scale Electric 4WD Touring Cars

Spe.	Description	Minimum	Maximum	Diagram
A	Front Splitter width (@ all points within 85mm L & R Depth of center	---	10mm	Fig. 1
B	Front Hood Length	105mm		Fig. 1
C	Front Window Height	75mm	85mm	Fig. 1
D	Car Roof Length	90mm	105mm	Fig. 1
E	Rear Window Height	65mm	75mm	Fig. 1
F	Trunk of The Car Length	50mm	65mm	Fig. 1
G	Length of Wing Mount Pylons (max 3 posts)	---	25mm	Fig. 1
H	Total Bodyshell Length	410mm	460mm	Fig. 1
I	Front Door to Rear Door Width	170mm	---	Fig. 1
J	Side Window Height @ B-pillar	35mm	45mm	Fig. 1
K	Width of Lower Front Windshield	140mm	155mm	Fig. 2
L	Width of Upper Front Windshield	110mm	125mm	Fig. 2
M	Width of Roof @ Top of B-pillar	115mm	---	Fig. 2
N	Bodyshell Width	---	195mm	Fig. 2
O	Cab Width @ bottom forward edge of C-pillar	150mm	---	Fig. 3
P	Width of Upper Rear Windshield	95mm	---	Fig. 3
Q	Vertical Distance from Upper Window Line to Mid-Roof	---	10mm	Fig. 3
R	Roof Height with Chassis on 10mm blocks	117mm	---	Fig. 3
S	Rear Bumper Height with chassis on 10mm blocks	---	50mm	Fig. 3
T	Insert Depth of L&R Side Rocker Panels	---	10mm	Fig. 2
U(f)	L&R Fender Height Above Primary Hood Surface	---	8mm	Fig. 5
U(r)	L&R Fender Height Above Primary Trunk Surface	---	3mm	Fig. 5
V	Roof Rail Height (inside depth from top to bottom)	---	5mm	n/a
W	Width between L&R Side Windows (@ 62mm below highest center point of roof)	173mm	---	Fig. 5
X	Distance to Front Hood from a Point 28mm directly Above the Top Inside Edge of Front Splitter	---	22mm	Fig. 4
Y(f)	Transi on Depth: Front Hood to Front Roof	4mm	8mm	Fig. 4
Y(r)	Transi on Depth: Rear Roof to Rear Splitter	13mm	18mm	Fig. 4
Z	Wing Setback: Distance from Trailing Edge of Spoiler to Back Edge of Wing Mounts	---	13mm	n/a

Figure 1:

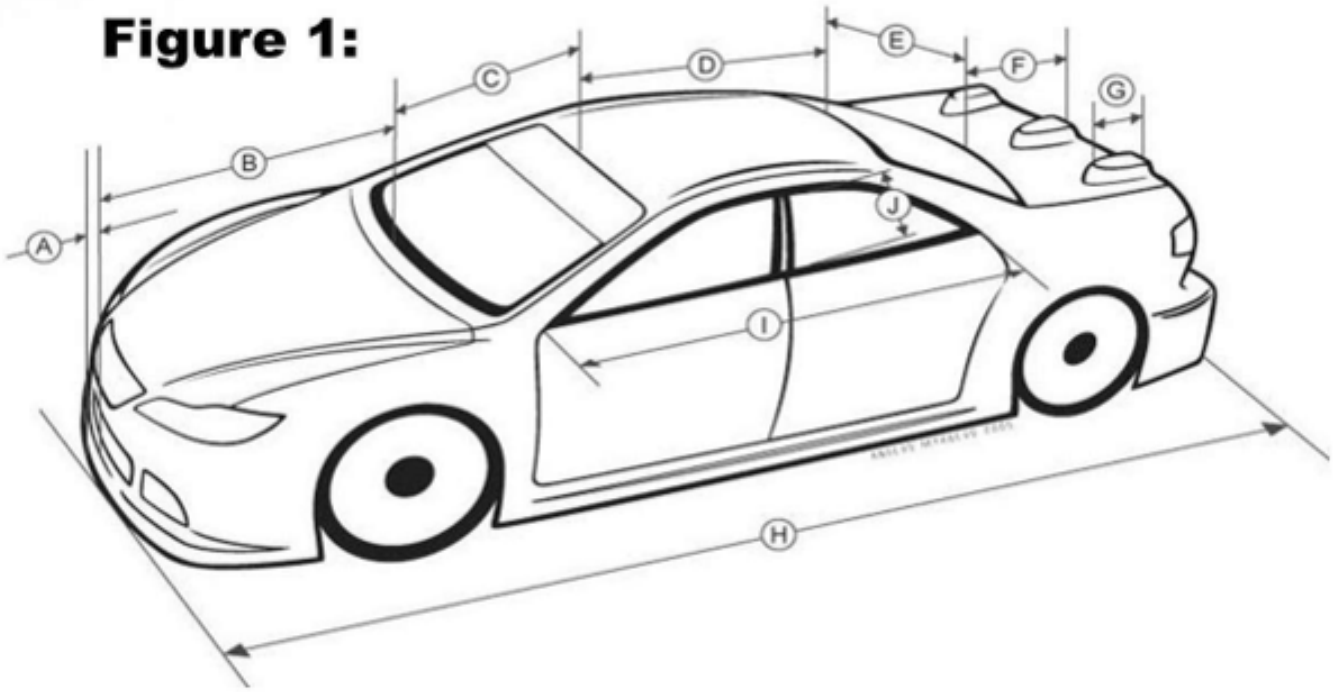


Figure 2:

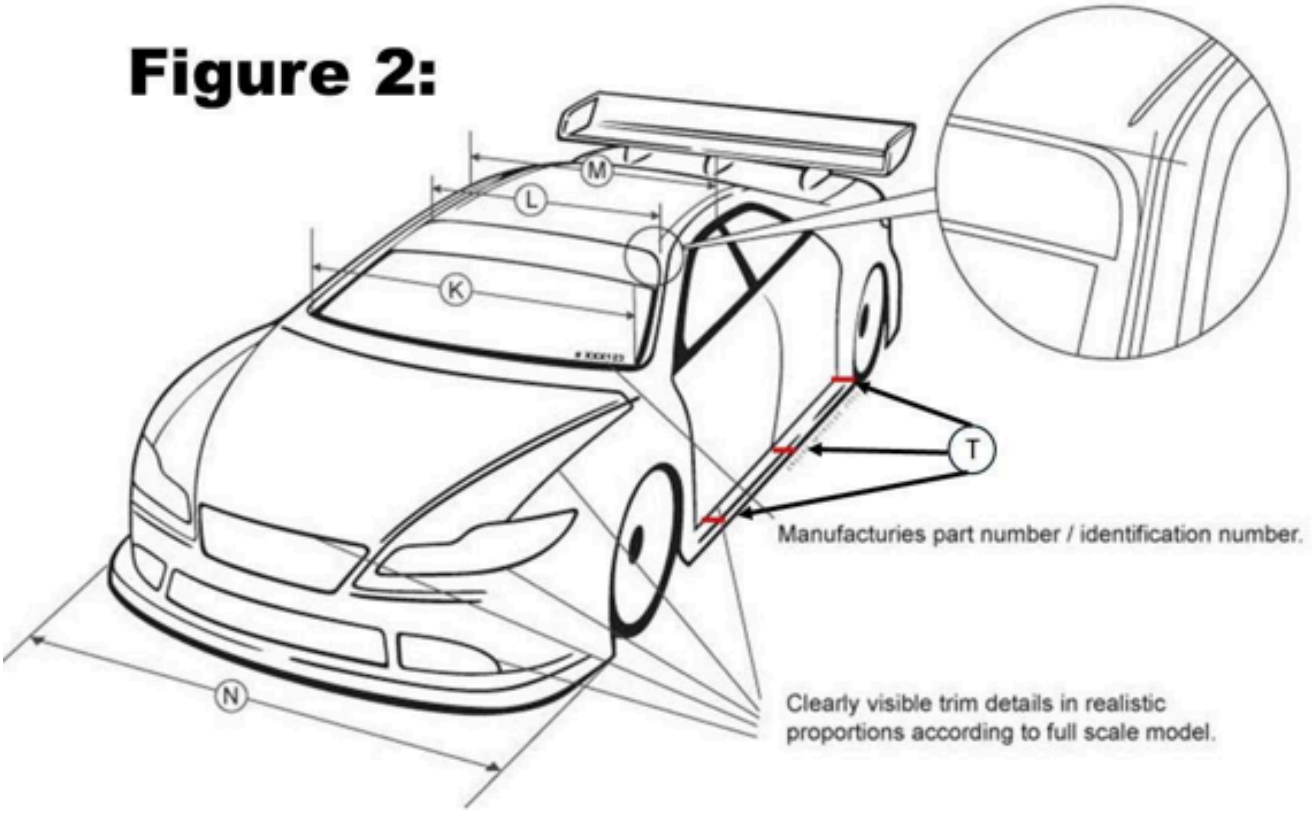


Figure 3:

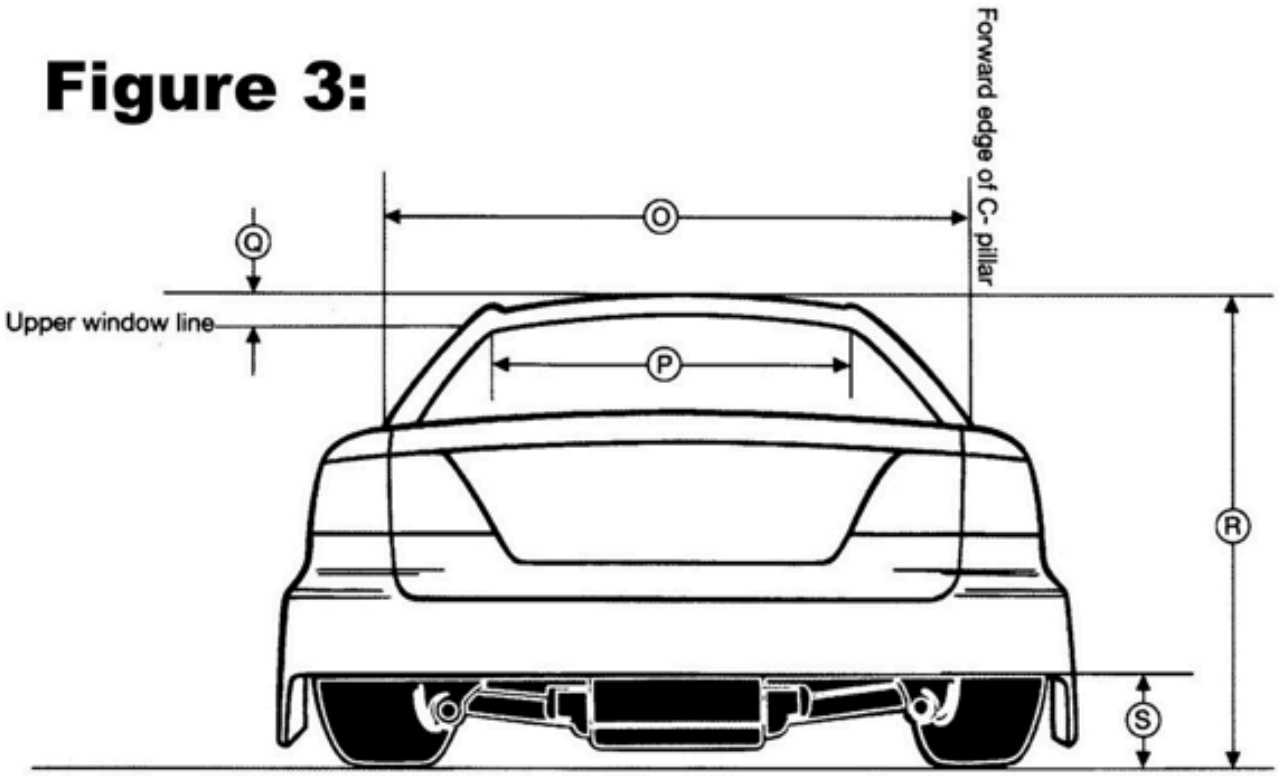


Figure 4:

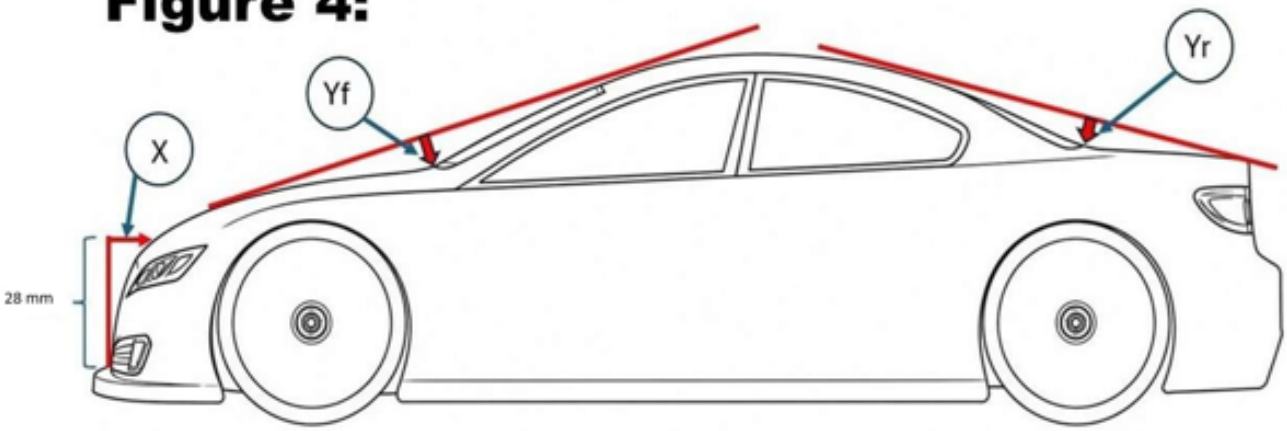
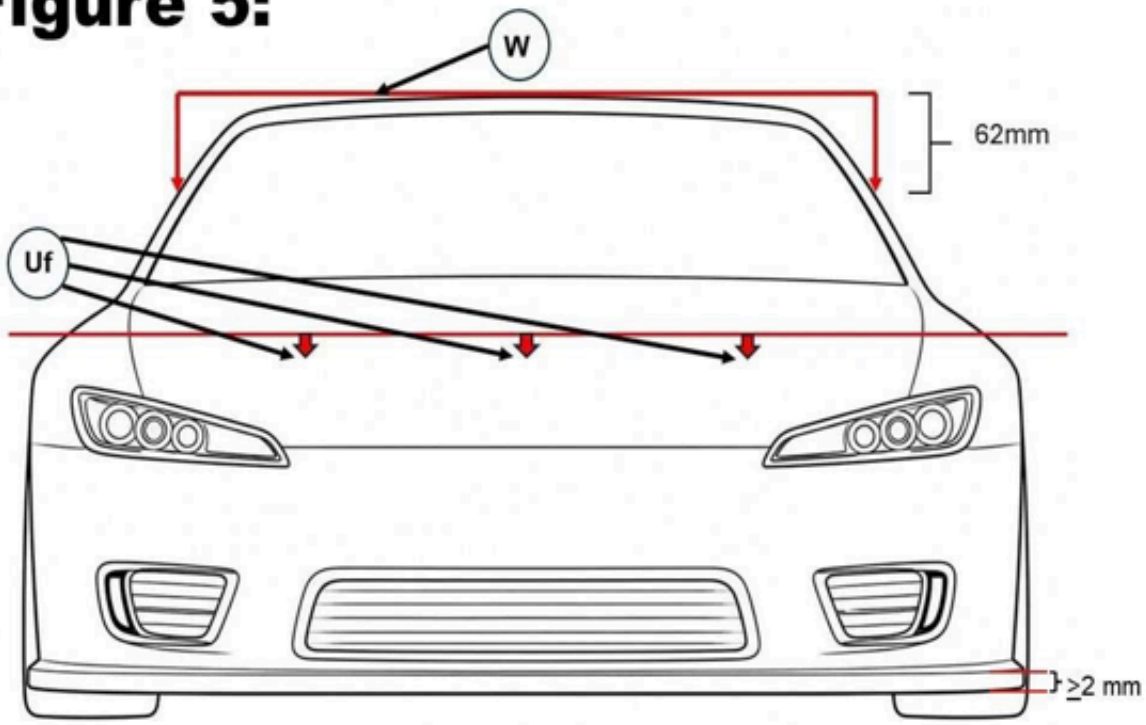


Figure 5:



Dimension U(r): measured the same way as U(f) i.e. as perpendicular depth to trunk lid from a line across top center of rear fender arches.

7.3.1 A homologated bodyshell must have an Efra approval number engraved in the front windshield.
7.3.2 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.
7.3.3 Bodyshells shall be neatly finished. Details of all front and rear lights and windows must be translucent. Air intakes, front grills,cooling grills and eventual drivers must be clearly contrasted from the surrounding paintwork.

Remarks, purpose of the proposal

Replace unstructered Content with subnumbered chapter to have better guidance through the rule, the sense has not changed

Proposed by	EFRA, Aebi Jacqueline EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: NOMAC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 8 in favour, 0 against, 4 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 7.4.3.

Tyre Allowances:
For Spec. Class:- 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 in 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

Proposal to amend or change this rule

Tyre Allowances: For Spec. ~~Class:-~~ Class: 3 sets of 4 dry weather tyres (rubber) are allowed for ~~qualifying. Tyres from qualifying may be used in the Finals~~ qualifying, and 1 additional set of 4 dry weather ~~are~~ tyres is allowed for the Finals. ~~Only for the A-main drivers is it allowed to use 3 additional sets of 4 dry weather tyres in the finals.~~ For Modified ~~Class:-~~ Class: 3 sets of 4 dry weather tyres are allowed for ~~qualifying~~ qualifying, and 3 additional sets of 4 dry weather tyres are allowed for the Finals. For Formula ~~Class:-~~ Class: 1 set of 4 dry weather tyres (rubber) ~~are~~ is allowed for ~~qualifying~~ qualifying, and 1 additional set of rear dry weather tyres ~~are~~ is allowed for the ~~finals.~~ Finals. For TC FWD ~~Class:-~~ Class: 1 set of 4 dry weather tyres (rubber) ~~are~~ is allowed for ~~qualifying~~ qualifying, and 1 additional set of 4 dry weather tyres ~~are~~ is allowed for the Finals. ~~Only A-final drivers — ISTC, Mod and Spec, are allowed to use a new set dry weather tyres per final heat.~~

Remarks, purpose of the proposal

The existing rule permits A-main drivers in the Spec class to use up to three additional sets of tyres for the finals (6 sets total), while lower-final drivers are restricted to just one additional set (4 sets total). This structure creates a significant tactical distortion during qualifying: drivers confident in reaching the A-main can burn through all 3 qualifying sets aggressively, knowing their tyre allocation resets with 3 fresh sets for the finals. Conversely, mid-pack drivers who push through their qualifying sets but fail to reach the A-main are left severely disadvantaged in lower finals on worn rubber. Furthermore, the existing text under TC FWD Class contains erroneous cross-references to ISTC, Mod, and Spec A-final drivers using new tyres per final heat, creating confusion and administrative friction at technical inspection. Eliminating the special 3-set allowance for A-main finalists levels the tactical playing field during qualifying, prevents unnecessary tyre waste, significantly lowers participation costs, removes contradictory text, and simplifies technical inspection for race o?icials.

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Explanation: Already at 4 sets from the 2025 Section meeting, not implemented due to cleric al error

Current Rule – 7.4.6.

Tyres/wheels may not be modified other than the removal of the centre sprue , if present, using a cutting action only. Changing of tires between drivers is not allowed. Drivers must have their wheels and tyres marked by Technical Inspection and this marking can be done at any time.
It is not permitted to subject the controlled tyres to any extreme high temperatures in order to shrink the insert and create more air-gap inside the tyre. If tyre warmers are permitted then this is the only external heat source allowed. If any other method of heating detected by the Technical Officers, it will be reported to the EFRA Official responsible who will impound the tyres in safe custody until after the event.

Proposal to amend or change this rule

Tyres/wheels may not be modified other ~~than the~~ than: The removal of the centre ~~sprue~~, "sprue", if present, using a cutting action only. The application of CA glue (cyanoacrylate) to the outer and inner sidewalls of the tyre to prevent traction rolling. Changing of tires between drivers is not allowed. Drivers must have their wheels and tyres marked by Technical Inspection and this marking can be done at any time. It is not permitted to subject the controlled tyres to any extreme high temperatures in order to shrink the insert and create more air-gap inside the tyre. If tyre warmers are permitted then this is the only external heat source ~~allowed. If any other method of heating detected by the Technical Officers, it will be reported to the EFRA Official responsible who will impound the tyres in safe custody until after the event.~~ allowed..

Remarks, purpose of the proposal

Applying cyanoacrylate (CA) glue to tyre sidewalls is a standard and essential setup practice in 1/10th Touring Car racing to adjust steering response and prevent traction rolling, particularly on high-grip carpet and asphalt tracks. Under the strict wording of the current rule, which states that tyres may not be modified other than removing the centre sprue, applying glue to sidewalls technically constitutes an illegal tyre modification. This creates ambiguity and enforcement friction during technical inspection. Adding an explicit exception for sidewall gluing legitimizes a universal safety and setup practice, ensures clarity for competitors, and eliminates conflicting interpretations by technical o?icials across di?erent events

Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 10 in favour, 0 against, 2 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 7.4.8.

Unmarked wheels/tyres may not be used on the car during qualifying heats and finals but are allowed for practice.

Proposal to amend or change this rule

Unmarked wheels/tyres may not be used on the car during qualifying heats and finals but are allowed for practice.
At all times only the specified control additive is allowed for the duration of the event.

Remarks, purpose of the proposal

This rule is often mis-interpreted by organisers and entrants. It clearly states that you are allowed to use any tyre in any run that does not count for a result! The only important thing is that only approved tyre additive is used to prevent any substance from causing the grip levels to be altered by use of a non approved substance.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: Norway ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 11 in favour, 0 against, 1 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 8.5.

Wings:
Front and rear wings must be commercially available and made of a molded ABS Style plastic. and to a design to be decided at the AGM. Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing).
Wings equipped with any type of remote adjustment or DRS are not allowed Maximum height of any part of the rear wing cannot exceed highest point of the body. Any bolt-on, glued-on or moulded-in elevation on the body is to be ignored for the rear wing maximum height measurement.

Proposal to amend or change this rule

Wings:
Front and rear wings must be commercially available and made of a molded ABS Style plastic. and to a design to be decided at the AGM. Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing).
Wings equipped with any type of remote adjustment or DRS are not ~~allowed Maximum height of any part of the rear wing cannot exceed highest point of the body. Any bolt-on, glued-on or moulded-in elevation on the body is to be ignored for the rear wing maximum height measurement.~~ allowed.

Proposed by	FLAMRC, Luka Jovicic
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 9.1.1

Cars specification
Maximum overall width:195 mm
Minimum weight = 1250 grams including personal transponder
Wing: maximum wing size including endplates:180mm wide and must be cut on the lines provided by the manufacturer. Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.
All features (front splitter/bumpers) from the original moulding must remain on the shell.
TC FWD car has to be only front wheel drive, four independently sprung wheels. The use of multiple-speed transmissions (gearbox) and slipper clutches is not allowed. No drive system may be connected to the rear wheels.
The dimensions of the car are within the 1/10th Touring car FWD dimensions. All electronic components (including motor, ESC and battery) must be contained entirely within the bodyshell, but otherwise the position of these items within the car and the general chassis layout is free.
Bodies:
Only bodies that comply to the body guideline for 1/10th TC FWD as per drawings in this handbook of real TC FWD 5-doors that have a minimum length of 420mm in the original car are allowed. No GT or Sports car or 4-doors sedan bodies are allowed. All TC FWD bodyshells to be submitted to the EFRA Bodyshell Homologation Officer for approval.
Wings:
The rear wing must be commercially avalable and made of lexan only. The rear wing may have a maximum width of 180mm and must be cut on the lines indicated by the manufacturer.
No other kind of wings on the bodyshell are allowed.
Motor:
Any 21.5T brushless motor of the EFRA Homologation motorlist for Brushless Spec Motors (21.5) can be used with any Speed controller (ESC) using 0-Boost/ Blinky mode. The Maximum gear ratio is 4.5. But depending on the length/layout of the track it can be adjusted by the section chairman after consultation in the team managers meeting.

Proposal to amend or change this rule

Cars specification
Maximum overall width:195 mm
Minimum weight = 1250 grams including personal transponder
Wing: ~~maximum~~ The rear wing ~~size~~ must be made of lexan only. No other type or additional wings on the bodyshell are allowed. Maximum wing width including ~~endplates:180mm wide and~~ endplates is 180 mm. Only the original rear wing supplied by the manufacturer with the homologated bodyshell (or an exact original replacement from the same manufacturer for that specific shell) is permitted. Aftermarket wings or wings from di?erent bodyshell models are strictly prohibited. The wing must be cut strictly on the molded lines provided by the ~~manufacturer.~~ manufacturer for that specific bodyshell model. Wings ~~to~~ must be mounted directly to the ~~body~~ bodyshell (no ~~spacer~~ spacers permitted between shell and ~~wing), on~~ wing) using the ~~moulded mounts~~ molded mounting points provided at the ~~back~~ rear of the ~~shell. All features (front splitter/bumpers) from the original moulding must remain on the shell. TC FWD car has to be only front wheel drive, four independently sprung wheels. The use of multiple-speed transmissions (gearbox) and slipper clutches is not allowed. No drive system may be connected to the rear wheels. The dimensions of the car are within the 1/10th Touring car FWD dimensions. All electronic components (including motor, ESC and battery) must be contained entirely within the bodyshell, but otherwise the position of these items within the car and the general chassis layout is free.~~ shell..
Bodies:
Only bodies that comply to the body guideline for 1/10th TC FWD as per drawings in this handbook of real TC FWD 5-doors that have a minimum length of 420mm in the original car are allowed. No GT or Sports car or 4-doors sedan bodies are allowed. All TC FWD bodyshells to be submitted to the EFRA Bodyshell Homologation Officer for approval.
~~Wings: The rear wing must be commercially avalable and made of lexan only. The rear wing may have a maximum width of 180mm and must be cut on the lines indicated by the manufacturer. No other kind of wings on the bodyshell are allowed.~~ Motor:
Any 21.5T brushless motor of the EFRA Homologation motorlist for Brushless Spec Motors (21.5) can be used with any Speed controller (ESC) using 0-Boost/ Blinky mode. The Maximum gear ratio is 4.5. But depending on the length/layout of the track it can be adjusted by the section chairman after consultation in the team managers meeting.

Remarks, purpose of the proposal

The current rule states that any "commercially available" lexan wing cut on the manufacturer's lines may be used. This creates a significant operational issue for Technical Inspection: it is practically impossible for technical o?icials to know, store documentation for, or verify the molded cut lines of dozens of di?erent standalone aftermarket wings available on the market. Mandating that competitors must strictly use the original rear wing supplied with the specific homologated bodyshell drastically simplifies technical inspection. Technical o?icials can instantly verify the wing against the o?icial EFRA Homologation Sheet for that bodyshell.

Furthermore, it prevents drivers from buying expensive option wings for minor aerodynamic gains, ensures equal equipment parameters, and maintains the scale appearance intended for the TC FWD category	
Proposed by	SBF, Hedberg Martin
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: NOMAC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☑ Rejected: 1 in favour, 6 against, 5 abstentions

☐ Withdrawn

Proposal result: Rejected

Proposal Appendix 3 C GT12 Technical Rules

Current Rule – C

GT12 Technical Rules
This class is based on the principals of close, fair and low cost racing. This will make it both an ideal entry level class for the driver who wishes to try his or her hand at RC racing for the first time, but the rules for the class will also cater for the more competent driver who wishes to take their racing further. In the interests of keeping racing costs reasonable, there is strict guidance as to the use of additional upgrade parts and components. This should also ensure that the performance of each car is more dependent on driver ability and good setup than on budget.
The Rules outlined below may not necessarily cover every single aspect of car construction ??? drivers are required to follow the spirit and intention of these rules if any ambiguity is discovered.

Proposal to amend or change this rule

GT12 Technical Rules
This class is based on the principals of close, fair and low cost racing. This will make it both an ideal entry level class for the driver who wishes to try his or her hand at RC racing for the first time, but the rules for the class will also cater for the more competent driver who wishes to take their racing further. In the interests of keeping racing costs reasonable, there is strict guidance as to the use of additional upgrade parts and components. This should also ensure that the performance of each car is more dependent on driver ability and good setup than on budget.
The Rules outlined below may not necessarily cover every single aspect of car construction??? drivers are required to follow the spirit and intention of these rules if any ambiguity is discovered. This section to be archived.

Remarks, purpose of the proposal

It has not been used since its inclusion to the rulebook. The proposal is to keep a reference to it, not delete it. To remove the necessity of publishing it thus reducing the size of the Handbook.

Proposed by	EFRA, Hardisty Chris
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: BRCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 7 in favour, 0 against, 5 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

9. ELECTION OF SECTION CHAIRMAN.

The 1/10 Electric Track Chairman Mr Chris Hardisty is willing to re-stand
Chris Hardisty has been unanimously re-elected.

10. ANY OTHER BUSINESS

Any other business

11. ITEMS FOR GENERAL DISCUSSION.

No suggestions have been released for AGM from inline chapter Appendix 3 B.

No suggestions have been released for AGM from inline chapter Appendix 3 C.

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

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.

EFRA RC MOTORSPORT EUROPE

EFRA ANNUAL SECTION MEETING

7-8th of November 2026

Van De Valk, Brussels, Belgium

MINUTES ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

The Electric Off-Road Chairman Mr Paul Worsley opened the meeting at:

2. APOLOGIES FOR ABSENCE

Apologies have been received from:
Member Countries presents, section subscription, allocations etc:

Attendance list

Country	Sub-scribed	Attendee / Delegate	EC 2WD	EC 4WD	WC 2WD	WC 4WD
Austria	☐		0	0	0	0
Belgium	☑	Eric Clerix	7	7	10	10
Bulgaria	☐		0	0	0	0
Croatia	☐		0	0	0	0
Czech Republic	☐		0	0	0	0
Denmark	☑	Ulirich Rasmussen	2	2	2	2
EFRA Country (S)	☐		0	0	0	0
Estonia	☑	Rando Mere	3	3	2	2
Finland	☐		0	0	0	0
France	☑	Lionel Souchet	10	10	15	15
Georgia	☐		0	0	0	0
Germany	☑	Thomas Kohhmann	6	6	16	16
Great Britain	☑	Peter Winton	10	10	30	30
Greece	☐		0	0	0	0
Hungary	☐		0	0	0	0
Ireland	☐		0	0	0	0
Italy	☐		0	0	0	0
Luxembourg	☐		0	0	0	0

Monaco	☐		0	0	0	0
Netherlands	☑	Peter Jongeling	3	3	2	2
Norway	☑	Anna Sogneson	40	37	6	6
Poland	☐		0	0	0	0
Portugal	☐		0	0	0	0
Romania	☐		0	0	0	0
Slovakia	☐		2	2	2	2
Slovenia	☐		0	0	0	0
Spain	☑	Joan Rosel	10	10	5	5
Sweden	☑	Martin	18	16	5	5
Switzerland	☑	Andi Frataroli	5	5	5	5
Turkey	☐		0	0	0	0
Ukraine	☐		0	0	0	0
Total subscribed		**11**				
Total present		**11**				
Present without subscription		**0**				
Total allocations			**116**	**111**	**100**	**100**

Allocations can be changed till January 21st. 2027.
Maximum votes for Off-Road Section = .
Number of Federations represented to vote =
Other persons present:
Ukraine - Viktor Lytvynenko

3. MINUTES OF 2025 SECTION MEETING

AGM November 2025
Matters arising from the minutes:
The minutes were accepted as written at the AGM 2025.
The following person was elected to check the minutes of this year:
Norway and NOMAC

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2026 season

5. CHAIRMAN'S REPORT

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

1/10 Off-Road - AGM Season Report (Paul W.)

The 2026 EFRA calendar for the 1/10 Off-Road Section consisted of :-
EFRA EC at Steyregg, Austria. A new venue for an EC with an all Astro Turf surface.

The on-line entry system worked well. We still get many competitors that do not update or complete their individual 'profiles' to give us 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.

EC. - Steyregg (Austria): 27th. July to 1st. August 2026:
Paul W. (Section Chairman) reported he was unable to attend the event, due to some medical appointments.
Section Vice Chairman, Greger Landen deputised, together with continuous help and support from the very experienced EFRA Referee John Cockill.
During the weeks prior to the event, several zoom meetings were conducted with the full Team from Steyregg and EFRA personnel involved, to ensure all aspects required for running an EC event were fully understood by all.
During the event, Paul W. was available on-line most of the time to advise if needed. The Team at Steyregg together with the two EFRA Officials did an excellent job.
My thanks to you all.

The 2026 EC at Steyregg was the first International event for this venue. The venue has a large Astro surface track designed specifically for 1/10 Of-Road, which allows different 'lay-outs'. The 2WD and 4WD events used significantly different track lay-outs.
For the 2WD track lay-out, 11 laps were possible. The 4WD track lay-out, allowed 12 laps to be achieved.
Facilities at the track are good.

Race control and Tech. was well staffed with experienced persons.
Race Director Tristan Hackl was on duty the entire event, often making adjustments to schedules when needed.
Time Keeper Andreas Hupfau was fully conversant with the timing system, ensuring all 'start orders' were correct.
Tech. Officer Christian Wukonig ensured all cars and equipment complied.
EFRA Referee was John Cockill - With a lot of experience at many EC events and a WC event.
National Referee was Markus Winkler - First time EC Off-Road, but very experienced at EC & WC track events.

Initial allocation numbers for both Classes (at end Jan.) were good, with:- 2WD = 150 and 4WD = 149.
A total of 20 countries had allocations. But late cancellations resulted in 17 countries represented.
There were many cancellations and driver name changes in the weeks and days before the event, and a small number added. At the event, there were 3 No-Shows from one country.
The Final number competing was :- 2WD = 138 entries and 4WD = 130 entries. 14 Heats both Classes.
The entry contained 30 Juniors, which is a high number. +40 drivers numbered 32. So, 'the old' and 'the young' represented 46% of the entry.
There were a total of 51 new drivers competing at the event that have never competed in 1/10 Off-Road EC's before. 22 of these being from the host country. Significant numbers.
My records show that in the last 23 years, a total of 1070 different names have actually competed at the 1/10 Off-Road EC events.

Results:

In 2WD, Marcus KAERUP (DK) won the 1st. & 2nd. legs of the 'A' Finals to secure the Championship win. The 4WD event had two different 'A' Final Leg winners, with the last leg of the A Finals needed to decide Daniel KOBBEVIK (NO) as the winner.

2026 2WD European Champion is Marcus KAERUP (DK). 2nd. Joona HAATANEN. 3rd. Daniel KOBBEVIK.
The U16 medal and Junior Champion, won by Daniel POLE (GB), in 18th. position overall.

2026 4WD European Champion is Daniel KOBBEVIK (NO). 2nd. Michal ORLOWSKI. 3rd. David RONNEFALK.
The U16 medal and Junior Champion, won by Daniel POLE (GB), in 15th. position overall.

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

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

Kampenhout (Belgium): 26th. to 28th June 2026:
Whilst not included on the EFRA calendar this year, 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 in 2013. We are not sure when this event first started, but records of past winners go back to 1989 (38 years).

The event three-day format accommodated 2WD and 4WD 1/10 Off-Road Classes. The Kampenhout event is always popular and the 2026 event attracted entries from 7 different EFRA countries, with 'top' International drivers. Entry numbers for the event were the same as last year.

2WD had 67 competing. The winner was Yolan De WEERD (BE).
4WD had 47 competing. The winner was Jorn NEUMANN (DE).

6. EC'S 2027-2028

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

Applications 1/10th Off Road

Year/Date	Alt. Date	Status	Country	Venue
2028		EC	Czech Republic	Horni Jeleni
2028		EC	Netherlands	Duizel
2028		EC	Estonia	Rakvere
2028		EC	Spain	Valladolid
2028		EC	Germany	Kinzigtal - Gengenba

Final Race calendar 2027 1/10th Off Road

Year/Date	Status	Country	Venue
26-31st July 2027	EC	Norway	Bergen Indoor
29-4th September 2027	WC	Slovakia	Trencin

Future Race calendar Championships 2028 1/10th Off Road

Year/Date	Status	Country	Venue

2028	EC	Netherlands	Dizzy Raceway

Nominated Tyres for the 1/10th. Off-Road EC 2027:
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 2027 LATEST.

7. RULE PROPOSALS.

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

Proposal from Appendix 3 D particulars for 1/10th Off Road

Current Rule – 1.2

There are two classes of cars: 2WD and 4WD. Both must be run and drivers are allowed to enter both classes. Any car competing in the 4WD Class must have effective drive to the front and rear wheels (race breakages excepting). Any car which is designated as 4WD must be able to complete a lap of the track with either the front or rear drive-shafts removed with all settings of the remaining drive-train as it will be raced, in a reasonable time frame.

Proposal to amend or change this rule

Proposal: There are two classes of cars: 2WD and 4WD. Both must be run (organized) and drivers are allowed to enter both classes. For 2WD it's mandatory to have the rear axles driven and connected to the drivetrain. Any car competing in the 4WD Class must have effective drive to the front and rear wheels (race breakages excepting). Any car which is designated as 4WD must be able to complete a lap of the track with either the front or rear drive-shafts removed with all settings of the remaining drive-train as it will be raced, in a reasonable time frame.

Remarks, purpose of the proposal

Proposal: There are two classes of cars: 2WD and 4WD. Both must be run (organized) and drivers are allowed to enter both classes. For 2WD it's mandatory to have the rear axles driven and connected to the drivetrain. Any car competing in the 4WD Class must have effective drive to the front and rear wheels (race breakages excepting). Any car which is designated as 4WD must be able to complete a lap of the track with either the front or rear drive-shafts removed with all settings of the remaining drive-train as it will be raced, in a reasonable time frame.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 3.2

European Championships: The organiser will propose 1 type of tyre and compound and insert for the 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.
Starting EC 2027: 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 (New ruling deferred one year as detailed in General rule 6, to allow amendments to accommodate racing procedures).

Proposal to amend or change this rule

European Championships: The organiser will propose 1 type of tyre and compound and insert for the 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~~ 'wet' tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. ~~A~~ '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 organiser should make every attempt to facilitate Credit Card payment for tyres and inserts, but must give payment details in the Stage reports. 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 preferably be ratified at the EFRA Section AGM prior to the ~~EC.~~ EC, but no later than the end of January. 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.

Starting EC ~~2027: Each~~ 2027, each competitor is restricted in the number of NEW tyres allowed as follows:-
Free Practice -- No restriction, (competitors do not have to use 'controlled' tyres).
Seeding Practice together with Controlled practice -- Maximum two sets total 'controlled' tyres.
Qualifying -- Maximum three sets total 'controlled' tyres.
Single Finals -- One set.
3 ~~sets for training, 3 sets for qualification~~ Leg Finals -- Two sets.
All Rounds of Seeding Practice, Controlled Practice, Qualifying and ~~1 new set for finals. In the finals, the tires~~ Finals must use controlled tyres.
'Used' tyres from ~~the qualification~~ these Rounds can ~~also~~ be used ~~(New ruling deferred one year as detailed in General rule 6, to allow amendments to accommodate racing procedures).~~ for any following Rounds.

Remarks, purpose of the proposal

The amendment from 2025 AGM used incorrect descriptions. There are NO 'Training' Rounds. And, tyres used in Free Practice Rounds are not 'controlled', allowing drivers to use tyres not purchased at the event. So limits cannot be applied to Free Practice.

Proposed by	EFRA, Worsley Paul EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 6 in favour, 2 against, 3 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 3.2

European Championships: The organiser will propose 1 type of tyre and compound and insert for the 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.
Starting EC 2027: 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 (New ruling deferred one year as detailed in General rule 6, to allow amendments to accommodate racing procedures).

Proposal to amend or change this rule

Proposal: European Championships: The organiser will propose 1 type of tyre and compound and insert for the 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~~ "wet" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. ~~A~~ "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. Starting EC 2027: Each competitor is allowed to use 3 sets for training, 3 sets for qualification a maximum of 5 sets for all rounds (including Timed Practie, Seeding, Qualification) and 1 new set for finals. In the finals, the tires from the qualification can also be used (New ruling deferred one year as detailed in General rule 6, to allow amendments to accommodate racing procedures).

Remarks, purpose of the proposal

Proposal: European Championships: The organiser will propose 1 type of tyre and compound and insert for the 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. Starting EC 2027: Each competitor is allowed to use 3 sets for training, 3 sets for qualification a maximum of 5 sets for all rounds (including Timed Practie, Seeding, Qualification) and 1 new set for finals. In the finals, the tires from the qualification can also be used (New ruling deferred one year as detailed in General rule 6, to allow amendments to accommodate racing procedures).

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 3.2

European Championships: The organiser will propose 1 type of tyre and compound and insert for the 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.
Starting EC 2027: Each competitor is allowed to use 3 sets for training, 3 sets for qualification and 1 new set for finals. In the finals,

Proposal to amend or change this rule

European Championships: The organiser will propose 1 type of tyre and compound and insert for each of the Front and Rear wheels for 2WD and 4WD.

The organiser may choose to supply the control tyres and inserts separately or as complete pre-glued control tyres, including the nominated wheel.

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.~~ per tyre.

When complete pre-glued control tyres are used, the tyre, insert and wheel must remain together. None of these three components may be replaced.

For EC outdoor events using a predominantly ~~Asto~~ Astro or Carpet surface, an additional ~~—wet—~~ \"wet\" tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. ~~—A—~~ \"A\" finalists ~~only,~~ 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.

When complete pre-glued control tyres are used, the manufacturer, full description and Part # of the complete product must be given.

Tyre type, compound and inserts and, when applicable, the wheel will be controlled and must be purchased at the event through the organiser.

Tyres and ~~inserts~~ inserts, or complete pre-glued control tyres, will only be available in a restricted area and should be sold to the driver by the organiser and if possible at a lower ~~Tyres~~ price.

When separate tyres and inserts are used, 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 ~~The~~ area.

This applies only when separate tyres and inserts are used.

When separate tyres and inserts are used, the mounting of the tyres onto wheels must be in a restricted area.

The proposed tyre choice and the use of separate or complete pre-glued control tyres will be ratified at the EFRA Section AGM prior to the EC.

The nominated ~~inserts~~ tyres and inserts, or the complete pre-glued control tyres, must be commercially available throughout the EFRA Nations.

The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert and, when applicable, complete pre-glued control tyre has been chosen as soon as the decision is finalised.

Starting EC 2027: 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 (New ruling deferred one year as detailed in General rule 6, to allow amendments to accommodate racing procedures).

Remarks, purpose of the proposal

The current rule requires the control tyres and inserts to be supplied separately and mounted onto wheels in a restricted area.

This proposal allows the organiser to choose between the current system with separate tyres and inserts or complete pre-glued control tyres.

The use of pre-glued control tyres is optional. It is not a requirement for future European Championships. Some manufacturers may not be able to supply the required number of pre-glued tyres, so the organiser must still be able to use the current system.

Pre-glued control tyres are requested by many drivers. They reduce the time drivers must spend preparing tyres during the event and give all drivers the same complete controlled product. This provides a fairer and more consistent control tyre system.

For the organiser, pre-glued control tyres require less work, space, equipment and fewer volunteers in the controlled tyre area.

The existing rules for permitted tyre preparation remain unchanged. This includes trimming the tyre tread and applying glue to the sidewalls of the front tyres as permitted by Rules 3.4 and 3.6.

The purpose of this proposal is only to give the organiser an additional option. It does not remove or restrict the current control tyre system.

Proposed by	NMF, Søgnesand Anna
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SBF ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 6 in favour, 0 against, 5 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 3.4

Modifications to tyre tread patterns are allowed by trimming or removal, but the addition of any material to the tyre is prohibited excepting for the glue used to retain the tyre to the wheel. Tyre location beads can be trimmed to fit the wheel, but tyre beads cannot be completely removed. The only items or materials that is allowed to be fitted inside the tyre is the nominated insert for the event.
"Cut and Shut" is permitted at Grand Prix only and even so if the parts of one or more different tyres are glued together, provided always that the constituent parts are all recognisable as coming from commercially available 1/10th scale tyres.

Proposal to amend or change this rule

Modifications to tyre tread patterns are allowed by trimming or removal, but the addition of any material to the tyre is prohibited excepting for the glue used to retain the tyre to the wheel. Tyre location beads can be trimmed to fit the wheel, but tyre beads cannot be completely removed. The only items or materials that is allowed to be fitted inside the tyre is the nominated insert for the event.
~~"Cut~~ \"Cut and ~~Shut" —~~ Shut\" is permitted at Grand Prix only and even so if the parts of one or more different tyres are glued together, provided always that the constituent parts are all recognisable as coming from commercially available 1/10th scale ~~tyres.~~ tyres.
- for Closed Cell Inserts only: MUST NOT be cut or material removed in a different way.

Remarks, purpose of the proposal

Reason:
- less work for everybody
- Open Cell Inserts (foam) may be trimmed to make them fit better
- Closed Cell Inserts usually fit perfect, so it would just improve performance, which is not the idea of using a handout tire/insert

Proposed by	OFMAV, LEVETZOW Rene
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: Norway ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: 1 in favour, 1 against, 8 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Tie

Explanation: Passed, PW casting vote

Current Rule – [4.1]

The Race Director and the Referees are jointly responsible for the decision to stop racing in the event of adverse weather conditions. If in doubt or they do not agree they can consult the EFRA rep. or his deputy (if at the meeting) for advice.

Proposal for a new rule

When declared as wet race a "wet-car\" with a non-marked, or marked as "wet-car\" chassis can be used.

Remarks, purpose of the proposal

- the main issue when racing in the wet is making the electronics waterproof.
During the event there is most likely not enough time to do this properly.

- in Onroad a wet car is allowed, why not for 1/10th Buggy: One chassis must be submitted, inspected and marked. When wet conditions are declared any chassis, marked or otherwise, may be use.	
Proposed by	OFMAV, LEVETZOW Rene
Proposal Status:	proposed to be new - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

8. ELECTION OF SECTION CHAIRMAN.

Position up for election: Vice Chairman Greger Landen is willing to re-stand.
Unanimously re-elected.

9. ANY OTHER BUSINESS.

Any other business

10. ITEMS FOR GENERAL DISCUSSION.

No suggestions have been released for AGM from inline chapter Appendix 3 D.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at:
23:26