EFRA ANNUAL SECTION MEETING

7-8th of November 2026

Van De Valk, Brussels, Belgium

COMBINED MINUTES IC ON-ROAD (1/8, 1/10 & GT8)

SATURDAY 7th of November 2026.

mieeting starts at 14:20

1. CHAIRMAN`S WELCOME

Mr Daniel Jones, chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovakia

Attendance list

Country	Sub-scribed	Attendee / Delegate	EC 1/10	EC 40+ 1/8	EC 40+ 1/10	WC 1/8	WC GT8	WC GTE
Austria	☐		0	0	0	0	0	0
Belgium	☑		1	0	0	2	0	0
Bulgaria	☐		0	0	0	1	2	0
Croatia	☑		0	0	0	4	2	8
Czech Republic	☐		4	3	1	4	3	0
Denmark	☑		0	2	2	8	0	1
EFRA Country (S)	☐		0	0	0	0	0	0
Estonia	☐		0	0	0	0	0	0
Finland	☐		0	0	1	2	0	0
France	☑		20	5	5	32	10	20
Georgia	☐		0	0	0	0	0	0
Germany	☑		12	8	7	25	5	14
Great Britain	☑		5	2	1	20	1	1
Greece	☐		0	0	0	0	0	0
Hungary	☐		0	0	0	0	0	0
Ireland	☐		0	0	0	0	0	0
Italy	☑		10	4	2	45	15	10
Luxembourg	☐		0	0	0	0	0	0
Monaco	☑		0	10	3	5	0	0
Netherlands	☑		15	5	0	20	0	0
Norway	☑		0	2	0	10	0	0
Poland	☑		3	5	5	2	2	2
Portugal	☑		0	0	0	4	2	1
Romania	☐		0	0	0	0	0	0
Slovakia	☐		0	0	0	0	0	0
Slovenia	☐		2	1	1	1	1	1
Spain	☑		0	5	0	15	10	5
Sweden	☑		0	0	1	7	0	1
Switzerland	☑		3	1	1	5	4	15
Turkey	☐		0	0	0	0	0	0

Ukraine	☐		0	0	0	0	0	0
Total subscribed		**15**						
Total present		**0**						
Present without subscription		**0**						
Total allocations			**75**	**53**	**30**	**212**	**57**	**79**

Allocations can be changed till January 21th 2027. Track Commission Representative: Daniele Ielasi (In Room).
Other persons present:

3. MINUTES OF 2025 SECTION MEETING

AGM November 2025:
Matters arising from the minutes: 2026 AGM Chairmans report error regarding the reduction in weight of the 1/8 class. After the IFMAR AGM it was decided that the weight change should be aligned with IFMAR which is 50gr. The EFRA handbook has already been amended accordingly.
The minutes were accepted as written at the AGM 2025. Accepted apart from the note above.
The following person was elected to check the minutes of this year: Giacomo Moretti

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2026 season
1. Letter from Genius Racing regarding the GT8 Class Technical and Procedural Rule suggestions for future consideration.

5. CHAIRMAN`S REPORT

A full report of the Season is presented by Section Chairmen.
We come to the end of the 1st year of 2 WC years in our EFRA IC Track section. It has been a busy year and a lot of work has been done to ensure that the events were successful.

The key event this year was, of course, the world championship held in Gubbio, Italy. A return to a venue which last held the same event 10 years ago. One which I participated in personally and has very fond memories for me apart from the very harsh penalty in the final :) I have just about recovered from it.

I would like to say here that Gubbio has been an important statement to the community that track choice is critical to the success of the event. It was said by some that 1/10 IC Track was dying and the last WC held in Thailand placed the class at a very important crossroad. Thankfully the right location was chosen in Gubbio which demonstrated that a class which was deemed to have died can still thrive when nurtured in the right manner. My belief here is absolute, more on this point later.

The 1/8 IC Track event held in Bourg en Bresse was another particular highlight demonstrating strong growth in numbers and I thank the FFVRC and the BenB organising committee for their close collaboration in organising such a fantastic event. Everything from the track preparation, volunteers to the restaurant was well recieved by all present. A special mention to J-Tech tyres for delivering a high quality product which was complimented regularly by drivers for the consistency and quality. This is always a critical aspect to the success of any event.

GT8 visited Vila Real which is located in a very picturesque area of Portugal. Always a pleasure to visit this impressive facility and whilst the size of the track made racing the GT8 cars extremely challenging it resulted in racing which had to be tactical in nature in order to look after tyres and run time this is always a challenge with this category and we must ensure that we always learn from our experiences. Unfortunately the entries were lower than expected and I have some theories which we will discuss later on.

Onto the 2027 outlook. This is likely to be our most successful and busiest year in recent times and with 2 WC's to organise there is a lot of work to do. Both Fiorano and Lostallo are great venues to produce events which will be impressive in terms of racing and shear numbers. Just seeing some of the allocation requests in advance of the AGM both events will be a sellout and I am looking forward to being a part of it.

This year saw the initial assembly of the track commission. The commission will grow as it develops and the current members are well experienced drivers in each of the classes represented across several countries. The commission members for 2026/2027 are Daniele Ielasi (Italy), Thilo Diekman (Germany), Mark Holthius (Netherlands), Bernard Alain Arnaldi (France) and these are active members of the community with experience of all the venues which applied.

To be clear with the room the Track Commission's task as per the rules is to evaluate the applications made by the member federations and the specific metric used is to ensure that each track is suitable for the class applied. Shortlist means just that, a short list - it is a list of the final candidates put forward for AGM voting with a track commission strong recommendation which I ask you to follow. The reasoning behind the decision made will be made clear to the floor before each vote takes place and we will also have the track commission members present online prior to the vote should the floor have any questions related to these decisions.

The decision of the track commission will not change prior to the vote and the Agenda will not change. As always new rules might need tweaking and the method to do so is via proposals. We can discuss this further in the AOB however I want to be clear that the commissions sole intention is to place the right class at the right track in order to have the right result which is an event which drivers want to participate in and continue growth of the classes and stop the decline we saw this year in one of them.

We also had a couple of issues this year to resolve. One of them being the 1/10 IC Track bodyshell issues which EFRA discovered during the re-homologation of the concerned bodyshell. It is important that we capture such technical contraventions strongly and ensure that appropriate action is taken. EFRA took the only reasonable decision related to this technical contravention and removed the bodyshell from the homologation list immediately. Going forwards several homologation specific proposals (General Meeting) have been made which I hope will pass and tighten up on this issue.

Finally, I would like to thank Vito for his unwavering support once again this year. I could not wish for a more supportive and hard working vice-chairman and I am certain that without him we would have not seen the success we did this year. We are lucky to have him on the board.

6. EC AND GP`S 2027/2028

The section chairman received race applications before the deadline. These applications were reviewed by the Track Commission meeting held on the 23rd September 2026. During the meeting each application was reviewed on the basis of suitability for each class applied for. This includes consideration of all aspects of the potential event. The track commission has decided on the following shortlist of venues with a very clear recommendation as to the most appropriate venue for each category.

Federations are requested to vote accordingly to the track commissions evaluation and recommendation to ensure that this collaboration continues to have a positive effect on the EC events.

Applications for 1/8 Track - Track Commission Conclusion

The following applications have been shortlisted for AGM vote. The Track Commissions Decision is that the preference for this event should be ITALY, LENO.

Applications 1/8th IC Track

Year/Date	Alt. Date	Status	Country	Venue
2028		EC	Italy	Leno
2028		EC	Portugal	Vial Real
2028		EC	Spain	Girona
2028		EC 40+	Italy	My Candy Arena
2028		EC 40+	Netherlands	Utrecht

Final Race calendar 2027 1/8th IC Track

Year/Date	Status	Country	Venue
02 - 12 September	WC	Italy	Fiorano
7 - 12 June	EC 40+	Monaco	La Turbie

Future Race calendar Championships 2028 1/8th IC Track

Year/Date	Status	Country	Venue
2028	EC	Italy	Leno
2028	EC 40+	Italy	My Candy Arena

Applications for GT8 - Track Commission Conclusion

The following applications have been shortlisted for AGM vote. The Track Commissions Decision is that the preference for this event should be SPAIN, AUTET ALMUSSAFES.

Applications GT8

Year/Date	Alt. Date	Status	Country	Venue
2028		EC	Spain	Autet Almussafes
2028		EC	Portugal	Vila Real
2028		EC	Netherlands	Groningen
2028		EC	France	Macon

Final Race calendar 2027 GT8

Year/Date	Status	Country	Venue
25 - 31 July	WC GT/ GT8E	Switzerland	Lostallo

Future Race calendar Championships 2028 GT8

Year/Date	Status	Country	Venue
2028	EC GT8/GT8E	Spain	Autet Almussafes

Applications for 1/10 IC Track - Track Commission Conclusion

The following applications have been shortlisted for AGM vote. The Track Commissions Decision is that the preference for this event should be GERMANY, ETTLINGEN.

Applications 1/10th IC Track

Year/Date	Alt. Date	Status	Country	Venue
2028		EC	Germany	Ettlingen
2028		EC	France	MRTE
2028		EC	Portugal	Vila Real
2028		EC 40+	Italy	My Candy Arena
2028		EC 40+	Netherland	Utrecht

Final Race calendar 2027 1/10th IC Track

Year/Date	Status	Country	Venue
5 - 10 July	EC 1/10	Netherlands	Ruchpen
7 - 12 June	EC 40+	Monaco	La Turbie

Future Race calendar Championships 2028 1/10th IC Track

Year/Date	Status	Country	Venue
2028	EC 1/10	Germany	Ettlingen
2028	EC 40+	Italy	My Candy Arena

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 21th. January LATEST

8. RULE PROPOSALS 1/8, 1/10 AND GT8 TRACK

Current Rule – [5.2.]

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti- corrosion chemicals and maximum 16% for 1/8 and 16% for 1/10 of nitro methane (Cas number 75-52-5) IN WEIGHT (not in volume). The specific gravity of the mixture may not be heavier than 0.859 grams/cc at 20°C and standard atmospheric pressure. Aromatic additives are expressly prohibited, a Spectrometer will be used to detect the use of any of these prohibited additives. For quick testing a Nitromax 16EU can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (grm/cc) based on the temperature (from 0 to 50°C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event. If an EFRA World Championship Event is to be run at a Country which permits the use of a heavier content of nitro methane (up to 25% in volume) and the Organizer can ensure EFRA and the participants its supply track side, then the limits will be according to the IFMAR with a maximum 25% of nitro methane (Cas number 75-52-5) in volume, using for quick testing the corresponding Nitromax tool.

Proposal for a new rule

5.2.1 Control fuel to be used for all European Championships. A choice of 2 fuels must be available. The same fuel must be available trackside for purchase by all event competitors at the start of the event.

Remarks, purpose of the proposal

Fairness for all competitors. The cost of the fuels to be published prior to the event and paid for by the competitor directly to the fuel suppliers or their trackside representative.

Proposed by	BRCA, Russell John
Proposal Status:	proposed to be new - released for AGM

Amendment 1 – Passed

Note only - The floor supports the rationale behind the use of controlled fuels. It was agreed that 2027 WCs would be used to understand the implications and legalities of envoking controlled fuels. The proposal will be revisited at the 2027 AGM.

Seconded by: NOMAC

Voting result: 15 in favour, 0 against, 0 abstentions

Final vote – Proposal with Amendment 1

Seconded by: NOMAC ☐ Not seconded

☑ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☑ Rejected: 0 in favour, 15 against, 0 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – 7.7.

The front bumper must follow the body contour and must be constructed so as to minimise injury that may result from being hit by a car. The bumper must be made from foam rubber or a flexible plastic material.

Proposal to amend or change this rule

The front bumper must follow the body contour and must be constructed so as to minimise injury that may result from being hit by a car. The bumper must be made from foam rubber or a flexible plastic material. 3D printed "aero bumpers are allowed so long as they are flexible and do not shatter or have any sharp edges.

Remarks, purpose of the proposal

This is a technical evolution in design that is appearing and should be allowed to be explored. Close scrutiny must be made during events by technical inspectors to maintain safety. I believe this rule will need amending in the coming years as the technology develops.

Proposed by	EFRA, Jones Daniel
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: AECAR ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 10 in favour, 0 against, 5 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 10.4

Tyre Rules
Controlled tyres for all EFRA events for GT class which means 1 brand. The official tyre supplier must be EFRA ASSOCIATE MEMBER. Procedure about selection of manufacturer and how to manage tyres on the track must be according to the rule 5.1.1. Appendix 1 PROCEDURE FOR CONTROL Tyre. EFRA has to be informed of the price of set of tyre and EFRA has the right to impose a fix price for a set of tyres. Once chosen for an event the same manufacturer is not allowed to supply tyres for the next EFRA GT event.
Tyres for front and rear are the same dimensions. The tyres must be made of rubber, no foam tyres. An insert is allowed. Tyres and compound must be limited per driver for practice and race with only 1 extra set for the main final. Tyres must therefore be impounded, 1 box per driver. Holes in the rubber tyres are allowed, so as the rim will be better for temperature. No additives on the tyres allowed under any circumstances, these holes can be drilled by the driver during the initial handout of the tyres only.
Tyres width, max 45mm
Rim measurement, spoke design, see picture. No dish like rims.
Rim Off set positive, +/- 7 mm because the use of controlled tyres.
The rims must have a minimum 75mm and maximum 85mm diameter.
The diameter of the tyre when it is new before racing must be between 96mm minimum and 102mm maximum. One compound to be used for the entire event under dry conditions.

Proposal to amend or change this rule

Tyre Rules
Controlled tyres for all EFRA events for GT ~~class~~ class. For the GT8 categories only the control tyres can be supplied under a "Multiple Brand" scenario. Multiple brands may apply to become official tyre suppliers of the event and EFRA will select TWO brands to become the official tyre suppliers for the European Championships. A driver MUST decide before the event which ~~means~~

~~1 brand.~~ brand of tyres (between the EFRA chosen brands) 8 weeks prior to the event via their federation. Any late entry drivers will have the opportunity to select their preferred option however these drivers will be subject to tyre availability. The official tyre ~~supplier~~ suppliers must be EFRA ASSOCIATE MEMBER. Procedure about selection of manufacturer and how to manage tyres on the track must be according to the rule 5.1.1. Appendix 1 PROCEDURE FOR CONTROL Tyre. EFRA has to be informed of the price of set of tyre and EFRA has the right to impose a fix price for a set of tyres.
~~Once chosen for an event the same manufacturer is not allowed to supply tyres for the next EFRA GT event.~~ Tyres for front and rear are the same dimensions. The tyres must be made of rubber, no foam tyres. An insert is allowed. Tyres and compound must be limited per driver for practice and race with only 1 extra set for the main final. Tyres must therefore be impounded, 1 box per driver. Holes in the rubber tyres are allowed, so as the rim will be better for temperature. No additives on the tyres allowed under any circumstances, these holes can be drilled by the driver during the initial handout of the tyres only.
Tyres width, max 45mm
Rim measurement, spoke design, see picture. No dish like rims.
Rim Off set positive, +/- 7 mm because the use of controlled tyres.
The rims must have a minimum 75mm and maximum 85mm diameter.
The diameter of the tyre when it is new before racing must be between 96mm minimum and 102mm maximum. One compound to be used for the entire event under dry conditions.

Remarks, purpose of the proposal

Opportunity to trial multiple brand tyres in the GT8 class.

Proposed by	EFRA, Jones Daniel
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: _____ in favour, _____ against, _____ abstentions

☑ Rejected: 0 in favour, 11 against, 4 abstentions

☐ Withdrawn

Proposal result: Rejected

Current Rule – 12

GT ELECTRIC POWERED (GT EP)
All electric final groups will consist of 3 legs for all with a duration of 7 minutes per leg.
Construction and Technical rules and race procedure of the GP class should be followed with the below EP rules being specific deviations for the electric class. Where there is no rule below the GP rule will be followed. Brushless motors with the following maximum dimensions:
Brushless motors with the following maximum dimensions:
Diameter: max. 44 mm
Length: max. 75 mm
Motors with and without sensor are allowed.
The use of a WET car is allowed once the race has been declared WET by the race director.
GT Electric Track Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 volts (4S). It is allowed to use 2 x 2S or 1 x4S.
If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number.
Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events. All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed.
LiPo/LiFe drive batteries must be in a Lipo sack at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event.
LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/ LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.
The maximum charging cut-off voltage is 4.20v per cell in series (16.80v for 4S). Organisers can check this voltage at any time during the event.
Penalties for battery over voltage:
Per Cell. Total Pack 2s. Total Pack 4s.
>= 4.20 <= 8.40 <= 16.80 = OK
4.21-4.22 8.41-8.44 16.81-16.88 = DISCHARGE ONCE
4.23-4.25 8.45-8.50 16.89-17.00 = NO ENTRY TO HEAT
> 4.25 > 8.50 > 17.00 = DQ FROM EVENT
"Discharge once" means, only one time allowed to have your battery discharged and checked again, if they are still too high you are not allowed to start. You must leave the voltage checking area discharge and queue again from the back of the queue.
No entry to heat means no driving in that specific heat/final.

DQ means disqualification from the event.
Technical inspection to use a calibrated measuring device to check the voltages, preferably a fluke meter.
All Rules concerning:- Technical Specifications, Race Procedures, Homologation The Electronic Speed Controller (ESC) is not restricted however it s not allowed to enable the reverse gear (it must be disabled).
The low voltage battery cut out function must be enabled. The minimum cut- off voltage is 3.0v per cell (12v in a 4S battery).
The above 2 requirements will be randomly checked by technical inspection (the driver/mechanic will be called to demonstrate this to the technical inspector s satisfaction) by means of an LCD program box or bluetooth interface connected to an application which clearly shows this requirement is activated at the correct minimum voltage..
Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.
Motors should have a maximum KV rating of 2800.
In GT EP cars is not allowed to cut the front windshield. The antenna hole (10 mm) and side windows can be cut out. Rear window can be removed. Additional cooling holes in the front where normally is the radiator of the respective body are allowed. If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid. The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission. No kick up needed.
Chassis material can be carbon fibre or aluminium alloy. No other materials are allowed such as titanium.
The EP class will have the same number of controlled tyres as the GP class and follow the controlled tyre procedures. The only exception being that as EP class do not have bump-up finals EP drivers cannot purchase additional tyres for the finals and must use the original tyre allocation for all track events including all final legs.

For the latest news and updates go to www.efra.ws

Proposal to amend or change this rule

GT ELECTRIC POWERED (GT EP)
All electric final groups will consist of 3 legs for all with a duration of 7 minutes per leg.
Construction and Technical rules and race procedure of the GP class should be followed with the below EP rules being specific deviations for the electric class. Where there is no rule below the GP rule will be followed. Brushless motors with the following maximum dimensions:
Brushless motors with the following maximum dimensions:
Diameter: max. 44 mm
Length: max. 75 mm
Motors with and without sensor are allowed.
The use of a WET car is allowed once the race has been declared WET by the race director.
GT Electric Track Cars will be driven by Lithium based batteries with a nominal voltage of no more than ~~15.2~~ 15. 2 volts (4S). It is allowed to use 2 x 2S or 1 x4S.
If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number.
Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events. All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed.
LiPo/LiFe drive batteries must be in a Lipo sack at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/ LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.
The maximum charging cut-off voltage is ~~4.20v~~ 4. 20v per cell in series ~~(16.80v~~ (16. 80v for 4S). Organisers can check this voltage at any time during the event.
Penalties for battery over voltage:
Per Cell. Total Pack 2s. Total Pack 4s.
>= ~~4.20 4.25~~ 4. 20 <= 8. 40 <= 16. 80 = OK
4. 21-4. 22 8. 41-8. 44 16. 81-16. 88 = DISCHARGE ONCE
4. 23-4. 25 8. 45-8. 50 16. 89-17. 00 = NO ENTRY TO HEAT
> ~~8.50~~ 4. 25 > 8. 50 > 17. 00 = DQ FROM EVENT
"Discharge once" means, only one time allowed to have your battery discharged and checked again, if they are still too high you are not allowed to start. You must leave the voltage checking area discharge and queue again from the back of the queue.
No entry to heat means no driving in that specific heat/final.
DQ means disqualification from the event.
Technical inspection to use a calibrated measuring device to check the voltages, preferably a fluke meter.
All Rules ~~concerning:-~~ concerning: - Technical Specifications, Race Procedures, Homologation The Electronic Speed Controller (ESC) is not restricted however it s not allowed to enable the reverse gear (it must be disabled).
The low voltage battery cut out function must be enabled. The minimum cut- off voltage is ~~3.0v~~ 3. 0v per cell (12v in a 4S battery).
The above 2 requirements will be randomly checked by technical inspection (the driver/mechanic will be called to demonstrate this to the technical inspector s satisfaction) by means of an LCD program box or bluetooth interface connected to an application which clearly shows this requirement is activated at the correct minimum voltage..
Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.
Motors should have a maximum KV rating of 2800.
In GT EP cars is not allowed to cut the front windshield. The antenna hole (10 mm) and side windows can be cut out. Rear window can be removed. Additional cooling holes in the front where normally is the radiator of the respective body are allowed. If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid. The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the

receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission. No kick up needed.
Chassis material can be carbon fibre or aluminium alloy. No other materials are allowed such as titanium.
The EP class will have one extra set of tyres in their allocation due to the ~~same number~~ increased tyre wear of ~~controlled tyres as~~ the ~~GP class and follow the controlled tyre procedures. The only exception being that as~~ EP ~~class do not have bump up finals EP drivers cannot purchase additional tyres for the finals and must use the original tyre allocation for all track events including all final legs.~~ cars compared to their nitro counterparts.

For the latest news and updates go to ~~www.efra.ws~~ www. efra. ws

Remarks, purpose of the proposal

It has become clear that tyre wear has been an issue for the EP category. The higher speeds and power has caused multiple tyre failures in the past. One extra set for the EP category ideally provides a solution to this. Further discussions over limiting the power of this category should also be made.

Proposed by	EFRA, Jones Daniel
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: FFVRC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 9 in favour, 0 against, 6 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

9. ELECTION OF SECTION CHAIRMAN.

Position up for election: Vice Chairman Vito Geraci is willing to re-stand.
Re elected unanimously

10. ANY OTHER BUSINESS.

A request from BRCA to have clarity on how final allocations will be decided for the IFMAR WCs

11. ITEMS FOR GENERAL DISCUSSION.

Current Rule – 1.

APPENDIX 1
1/8th, 1/10th and GT8 SCALE TRACK CARS Combined

Suggestion

Discussion regarding the introduction of the 1/8 EP category at EFRA EC level. Or generate more support for an EFRA sanctioned International Race of the category to gauge actual driver support throughout Europe of the category. There are rules which can be taken from 2023 as these were deleted from the rule book a few years ago due to this not being an "official EFRA category"

Proposed by	EFRA, Jones Daniel
Proposal Status:	proposed to be discussed - released for AGM

Discussion notes

1/8 EP Eurocup to be held at Ruchpen together with the 1/10 IC Track EC.

Current Rule – 2.

RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX.

Suggestion

referring 2.1 point c) European Championship 1/8th Track 40+ and 1/10th 200 mm 40+.

Decline in numbers attending the 40+ event.
What shall we do to increase numbers or do we remove the 40+ event and combine the 40+ award to be within the regular EC events for 1/8 and 1/10?
Or shall we add the GT8 category to the 40+ and make the event 1/8, /10 and GT8?
Concern over adding GT8 regarding the rubber tyres.
New compound like Sweep do not make marbles on the track and give off dust not unlike foam tyres.
Or perhaps trial using FOAM tyres on GT8 just for the 40+ event?

Proposed by	EFRA, Jones Daniel
Proposal Status:	proposed to be discussed - released for AGM

Discussion notes

To be monitored

Current Rule – 5.

GENERAL TECHNICAL SPECIFICATIONS

Suggestion

referring rule 5.2
Discussion regarding the implementation of a control fuel (like IFMAR) in order to completely stop any special fuels being used or fuel tampering. Is this a viable idea? Next years 1/8 and GT8 WC's will be controlled fuels and so is this something we want to carry forwards into the EC's for 2028?

Proposed by	EFRA, Jones Daniel
Proposal Status:	proposed to be discussed - released for AGM

Discussion notes

No longer applicable

Current Rule – 12

GT ELECTRIC POWERED (GT EP)
All electric final groups will consist of 3 legs for all with a duration of 7 minutes per leg.
Construction and Technical rules and race procedure of the GP class should be followed with the below EP rules being specific deviations for the electric class. Where there is no rule below the GP rule will be followed. Brushless motors with the following maximum dimensions:
Brushless motors with the following maximum dimensions:
Diameter: max. 44 mm
Length: max. 75 mm
Motors with and without sensor are allowed.
The use of a WET car is allowed once the race has been declared WET by the race director.
GT Electric Track Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 volts (4S). It is allowed to use 2 x 2S or 1 x4S.
If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number.
Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events. All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed.
LiPo/LiFe drive batteries must be in a Lipo sack at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event.
LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/ LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.
The maximum charging cut-off voltage is 4.20v per cell in series (16.80v for 4S). Organisers can check this voltage at any time during the event.
Penalties for battery over voltage:
Per Cell. Total Pack 2s. Total Pack 4s.
>= 4.20 <= 8.40 <= 16.80 = OK
4.21-4.22 8.41-8.44 16.81-16.88 = DISCHARGE ONCE
4.23-4.25 8.45-8.50 16.89-17.00 = NO ENTRY TO HEAT
> 4.25 > 8.50 > 17.00 = DQ FROM EVENT
"Discharge once" means, only one time allowed to have your battery discharged and checked again, if they are still too high you are not allowed to start. You must leave the voltage checking area discharge and queue again from the back of the queue.
No entry to heat means no driving in that specific heat/final.
DQ means disqualification from the event.
Technical inspection to use a calibrated measuring device to check the voltages, preferably a fluke meter.
All Rules concerning:- Technical Specifications, Race Procedures, Homologation The Electronic Speed Controller (ESC) is not

restricted however it s not allowed to enable the reverse gear (it must be disabled).
The low voltage battery cut out function must be enabled. The minimum cut- off voltage is 3.0v per cell (12v in a 4S battery).
The above 2 requirements will be randomly checked by technical inspection (the driver/mechanic will be called to demonstrate this to the technical inspector s satisfaction) by means of an LCD program box or bluetooth interface connected to an application which clearly shows this requirement is activated at the correct minimum voltage..
Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.
Motors should have a maximum KV rating of 2800.
In GT EP cars is not allowed to cut the front windshield. The antenna hole (10 mm) and side windows can be cut out. Rear window can be removed. Additional cooling holes in the front where normally is the radiator of the respective body are allowed. If the dimensions of a single hole is bigger than 10 x 12 mm the area needs to be covered from inside with a corresponding grid. The electrical / electronic equipment consists of the battery (LiPo hardcase), controller (ESC) and a servo for steering. Electronic driving aids such as ESP and ABS are prohibited. Telemetry is allowed as long as they function is part of the remote control and the receiver, as well as the associated sensors. This applies also to passive devices for recording data, and video that have no device for radio transmission. No kick up needed.
Chassis material can be carbon fibre or aluminium alloy. No other materials are allowed such as titanium.
The EP class will have the same number of controlled tyres as the GP class and follow the controlled tyre procedures. The only exception being that as EP class do not have bump-up finals EP drivers cannot purchase additional tyres for the finals and must use the original tyre allocation for all track events including all final legs.

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Suggestion

Discussion over limiting power of the EP category. Do we need to lower the KV of the motors? Mandate the use of fixed FDR or Zero-Timing or "Blinky Mode"?

Proposed by	EFRA, Jones Daniel
Proposal Status:	proposed to be discussed - released for AGM

Discussion notes

To be monitored

The meeting was closed at: 17:30