EFRA ANNUAL SECTION MEETING

7-8th of November 2026

Van De Valk, Brussels, Belgium

MINUTES 1:8 OFF ROAD

SATURDAY 7th of November 2026.

1. CHAIRMAN'S WELCOME

Meeting is opened at 13:50
with a warm welcome by the Section Chairman Mr. Carlos Gomez

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovak republic.
Member Countries present, section subscription, allocations etc: as per the chart below.

Attendance list

Country	Sub-scribed	Attendee / Delegate	EC A	EC B	EC Electric	EC 40+	WC Electric
Austria	☑	Thomas Stuck	17	11	65	11	3
Belgium	☑	Kevin Van Daele	2	15	2	1	2
Bulgaria	☐		3	0	0	0	0
Croatia	☐		0	0	0	0	0
Czech Republic	☑		1	0	1	0	1
Denmark	☑		2	2	3	0	2
EFRA Country (S)	☐	Carlos Gomez	1	1	11	0	0
Estonia	☑	Hendrik Lainemäe	0	0	3	3	0
Finland	☑		0	0	5	1	4
France	☑	Marie Nironi	20	20	20	40	10
Georgia	☐		0	0	0	0	0
Germany	☑	Dirk Horn	28	34	28	30	5
Great Britain	☑	Mark Rumble	12	14	8	16	8
Greece	☑		0	0	0	0	0
Hungary	☐		0	0	0	0	0
Ireland	☑	Denzel McBurney	2	15	0	2	0
Italy	☑		25	10	10	5	8
Luxembourg	☐		0	0	0	0	0
Monaco	☐		0	0	0	0	0
Netherlands	☑	Wiljan Van Roosmalen	5	25	5	0	0
Norway	☑	Ronny Myhre	4	0	1	0	1
Poland	☑		0	0	0	0	0
Portugal	☑	Jose Figueiredo	5	2	2	2	2
Romania	☐		0	0	0	0	0
Slovakia	☑		2	0	2	0	0
Slovenia	☐		0	0	0	0	0
Spain	☑	Alex Valls	15	10	15	5	10
Sweden	☑	Nils Lindbäck	10	2	4	12	1
Switzerland	☑	Erwin Degros	10	5	10	25	3
Turkey	☑		0	0	0	0	0

Total subscribed	**21**				
Total present	**14**				
Present without subscription	**1**				
Total allocations	**164**	**166**	**195**	**153**	**60**

Allocations can be changed till January 21th 2027.
Other persons present:
Maurizio Riviera from Italy at certain moments, with aditional presence of Vice Section Chairman Alex Fellner, EFRA Honorary Life Vicepresident Pieter Bervoerts and several representatives from different organizers.

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 has been elected to check the minutes of this year:
Nils Lindbäck from SBF

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2026 season
have been dealt within the Section Chairman report

5. CHAIRMAN S REPORT

A full report of the Season is presented by Section Chairman.
Season 2026, 1/8 Off Road Buggy Section Report
It has been an absolute pleasure to help EFRA and our Member Countries on a successful racing Season 2026.
We have crowned 4 new European Champions, Mr. Joao Figueiredo from Portugal as your Electric 8 Champion in Estonia with his Tekno car, Mr. J.C. Canas with his Sworkz at Madrid as your Absolute Championship winner, Mr. Iker Tellez with Team Associated as your EC B Champion & Mr. Jerome Sartel with another Asso as the new +40 Masters European Champion.
On top of that, this past month of October, Mr. David Ronnefalk from Sweden has been crowned, again, as your new IFMAR World Champion driving his Xray car.
What else can be better than that?
For me I have to say that it has been all at a fair racing basis, and fair racing is one of our main targets.
Good events with friendship ambience and sportsmanship are also one of the goals at every single race we work for.
We have tried to achieve perfection, but perfection is only reserved to very few people, really no one, in the world, so we have tried our best, sometimes more successfully than others.
Anyhow we must thank our responsible organizers for trying to do their best in the benefit of the sport and take note of the ones who didn't have tried to do it so.
Every year we must try to improve and the experience acquired this season will help to achieve new goals and targets for coming seasons.
We have had many correspondence in regards of spots and allocated places, please keep in mind that here and/or up the 21 January of each year you are only ASKING for places... and the spots are granted and released by 31 January, not sooner, and if those requests are related to World Championship races, our capacity to release places will be increasing after that date, but nothing is on stone until it is not confirmed. Please, do not encourage your drivers to book overseas traveling if the spots have not been granted & confirmed.

6. EC S 2027 & SUCCESSIVE

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Applications 1/8th Off Road

Year/Date	Alt. Date	Status	Country	Venue
2028		EC A/EC B/ EC E8	Spain	Girona
2028		EC 40+	Spain	Valladolid
2028		EC A/B/E8/40+	Czech Republic	Horni Jeleni
2028		EC E8	Germany	Landshut
2028		EC 40+	Netherlands	Utrecht
2028		EC 40+	Austria	Salsach

2028		EC A/B	Austria	Fehring
2028		EC A	Estonia	Rakvere
2028		EC 40+	Ireland	Aghalee
2028		EC B	Ireland	Loughbrickland
2028		EC 40+	Italy	Gussago
2028		EC B	Italy	La Loggia, Torino
2028		EC E8	Italy	Sacile

Final Race calendar 2027 1/8th Off Road

Year/Date	Status	Country	Venue
4-6th June	EC Electric	Austria	Fehring
25-27th June	EC B	Netherlands	Helmond
13-17th July	EC A	Italy	Sacile
17-19th September	40+	France	Bermont
29 Sept-3 October	IFMAR E8 Worlds	USA	Gateway RC Park, Lake City, Florida
02-04 July	IR	Italy	Gussago

Future Race calendar Championships 2028 1/8th Off Road

Year/Date	Status	Country	Venue
2028	40+Masters	Ireland	Aghalee
2028	EC B	Ireland	Loughbrickland
2028	EC A	Spain	Girona
2028	Electric 8	Germany	Landshut LA Speedway
2028	IFMAR IC Worlds		TBD

As rule says, adjustments at allocations can be made without financial implications up to 21 January 2027. Final voting of Venues selected are: ECA Rakvere vs. Girona, then EC B Ireland vs. La Loggia, then Electric 8 Germany vs. Spain and 40+Masters Ireland vs. Utrech.
In event of a postponement of any of the selected venues those remain elected for the postponed year and the second becomes the immediate substitute venue.
While writing the present minutes Estonia has officially let the room know that they have choosen to postpone the EC A event to 2029 and consequently the 2028 EC A goes to Girona, Spain.

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

7. RULE PROPOSALS

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

Current Rule – 1.5.
A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first forty (40) places of any of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing in the last 15 years. To be run if possible the 2nd weekend of June.
Proposal to amend or change this rule
A ~~4WD~~ European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first forty (40) places of any of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing in the last 15 years. To be run if possible the 2nd weekend of June.
Remarks, purpose of the proposal
Delete 4WD, we are only racing 4WD since decades...

Proposed by	EFRA, Gomez Ambrosio Carlos
Proposal Status:	proposed to be changed - released for AGM

Amendment 1 – Passed

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

Seconded by: FBA

Voting result: 10 in favour, 2 against, 1 abstentions

Final vote – Proposal with Amendment 1

Seconded by: SBF ☐ 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: Pending

Current Rule – 1.5.

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

Proposal to amend or change this rule

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

Remarks, purpose of the proposal

Make the rules more uniform and to have a month in between all of the EFRA races to connect the season. This has been the schedule in the last two years so the current rule is outdated and SHOULD be changed. There is no reason to talk about tyres or final lengths in this section of the rules, these things are mentioned elsewhere in the rules!

Proposed by	AKK, Kuisma Jenni
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 – 1.7.

a). A Masters40+ EC may be organized each year, Preferably Mid September. A designated tyre system may be used for this event following a decision made at the previous section meeting.
b) An Electro 1/8 Buggy event may be organized each year, preferably late August of late September and out of summer season if it is hold indoors. The Main final to be 3 races of 10 minutes duration.

Proposal to amend or change this rule

a). A Masters40+ EC may be organized each year, Preferably Mid September.
~~A designated tyre system may be used for this event following a decision made at the previous section meeting.~~ b) An Electro 1/8 Buggy event may be organized each year, preferably ~~late August~~ first weekend of ~~late September and out of summer season if it is held indoors. The Main final to be 3 races of 10 minutes duration.~~ June.

Remarks, purpose of the proposal

Make the rules more uniform and to have a month in between all of the EFRA races to connect the season. This has been the schedule in the last two years so the current rule is outdated and SHOULD be changed. There is no reason to talk about tyres or final lengths in this section of the rules, these things are mentioned elsewhere in the rules!

Proposed by	AKK, Kuisma Jenni
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 – 2.2

e) Heats will be run, normally, in the following sequence for the 5 qualifying rounds:
Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3
Round 3: 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6
Round 4: 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9
Round 5: 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.

Proposal to amend or change this rule

e) Heats will be ~~run, normally,~~ run at the EFRA EC A in the following sequence for the 5 qualifying rounds:
Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3
Round 3: 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6
Round 4: 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9
Round 5: 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. (always respecting the grouping by packages of 36 drivers).

For other EFRA events please see rule 2.1 above.

Remarks, purpose of the proposal

To make clear that changing order in the different rounds is only for EC A .

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 2.2

e) Heats will be run, normally, in the following sequence for the 5 qualifying rounds:
Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3
Round 3: 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6
Round 4: 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9
Round 5: 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.

Proposal to amend or change this rule

e) Heats will be run, normally, in the following sequence for the 5 qualifying rounds:
~~Round 1:~~ 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
~~Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3 Round 3: 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6 Round 4: 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9 Round 5: 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.~~

Remarks, purpose of the proposal

Heat rotations make the timetable very uneven with some heats having short gaps and others having super long gaps. The rotation done for equality is completely unnecessary in the modern era. There have been multiple issues with marshalling and confusion for drivers in the past. Additionally, it makes the creation of the timetable more difficult and confusing.

Proposed by	AKK, Kuisma Jenni
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 – 2.3.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 36 drivers will be place in the last 3 heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first 3 drivers take 1st place in the last 3 heats, next 3 in second place at the immediate preceeding 3 heats and so on. Use this system to include 144/180 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding, if needed, can be done either the afternoon immediately after the opening ceremony or early morning the next day.

Proposal to amend or change this rule

b) Reseeding: After timed practice ~~and subject to frequencies and common sense~~ the top ~~36~~ 12 drivers will be place in the last ~~3~~ ~~heats with correspondent number of each country up to a maximum of 5 drivers in each~~ heat. ~~The first 3 drivers take 1st place in the last 3 heats, next 3 in second place at the immediate preceeding 3 heats and so on.~~ Use this system to include 144/180 ~~drivers and avoid small teams being placed in the same heat.~~ drivers. The sort out problems round after reseeding, if needed, can be done either the afternoon immediately after the opening ceremony or early morning the next day.

Remarks, purpose of the proposal

This has been a long time request of the drivers both at the top level and the middle level to avoid issues with traffic in the heats. This was discussed in the last AGM and again at this years European championships traffic issues was a major concern for a lot of drivers.

Proposed by	AKK, Kuisma Jenni
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: _____ in favour, _____ against, _____ abstentions
- ☑ Rejected: 0 in favour, 12 against, 1 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – 2.5

FINALS
All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi-final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of 10 minutes duration, after the first exhibition final. Marshalling at ALL FINALS will be done either by one of this 2 systems or by
a combination of both: 1.-By providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, if there is no

Proposal to amend or change this rule

FINALS
All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi-final proceeding to Main A Final, together with a 13th car, that spot will be decided on a race of ~~10~~ 15 minutes duration, after the first exhibition final. Marshalling at ALL FINALS will be done either by one of this 2 systems or by
a combination of both: 1.-By providing a marshal by each driver taking part in the final to cover the marshalling position of his car number, if there is no

Remarks, purpose of the proposal

15 mins. is more open than 10 mins., uniforme the rules as well

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 2.6.

TIMETABLE
The timetable for E.C. shall be as follows: The Race Organiser should schedule all events for each day to be completed and the track closed by 20:00. Maximum daily activity at the track to be 12 hours.
TUESDAY A.M. Registration & Technical Inspection
+ 1st & 2nd rounds Timed Practice (5 minutes)
P.M. 3rd, 4th & 5th rounds Timed Practice (5 minutes)
WEDNESDAY Early in the morning shake-down round
+ from 10:00 2 Reseeding rounds (10 minutes)
P.M. OPENING CEREMONY
Reseeding of drivers from Reseeding round points.
Top 36 in last 3 heats
37-72 in next preceeding heats
73-108 in next preceeding heats
109-144 in next preceeding heats
145-180 in next preceeding heats
1 round of timed practice in the new reseed groups to sort out problems
THURSDAY 3 rounds qualifying

Proposal to amend or change this rule

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The timetable for E.C. shall be as follows: The Race Organiser should schedule all events for each day to be completed and the track closed by 20:00. Maximum daily activity at the track to be 12 hours.
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P.M. OPENING CEREMONY
Reseeding of drivers from Reseeding round points.
~~Top 36 in last 3 heats 37-72 in next preceeding heats 73-108 in next preceeding heats 109-144 in next preceeding heats 145-180 in next preceeding heats~~ 1 round of timed practice in the new reseed groups to sort out problems
THURSDAY 3 rounds qualifying

Remarks, purpose of the proposal

Fixing the wording to match the improved reseeding system.

Proposed by	AKK, Kuisma Jenni
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 – 2.7.2

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

Proposal to amend or change this rule

b) Reseeding: ~~After timed practice and subject to frequencies and common sense the top 36 drivers will be placed in the last 3 heats with equal number of each country up to a maximum of 5 drivers in each heat. The first 3 drivers take 1st place in the last 3 heats, next 3 in second place at each heat and so on. Use this system to include 144 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding, if suitable, can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning either by a short round or making longer the practice of the first round of qualifying.~~ Like rule 2.3. b)

Remarks, purpose of the proposal

Not necessary to have the same text twice

Proposed by	AKK, Kuisma Jenni
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 – 2.7.2

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

Proposal to amend or change this rule

~~b) Reseeding:~~ b.Reseeding: After timed practice and subject to frequencies and common sense the ~~36~~ top **24** drivers will be placed in the ~~3~~ last **2** heats with equal number of each country up to a maximum of 5 drivers in each heat. The ~~3~~ first **2** drivers take 1st place in the ~~3~~ last **2** heats, ~~3~~ next **2** in second place at each heat and so on. Use this system to include 144 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding, if suitable, can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning either by a short round or making longer the practice of the first round ~~qualifying.~~ of qualifying

Remarks, purpose of the proposal

the gap in between 1st to 36th is too big and create much piloting level inside one heat

Proposed by	FFVRC, MORBIN William
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: 2 in favour, 11 against, 0 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – 2.7.4

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to 24 will be placed to B-final.
1-12 -> A-final
13-24 B-final
25-36 C-final
37-48 D-final
49-60 E-final
61-72 F-final
73-84 G-final and so on...
All finalists are entitled to a 7 min. last chance final except the Final A ones that will run a 10 mins. practice.
There will be 12 drivers in each LCQ and the fastest will bump up to the upper final, starting from the 13th position on the grid. The grid slot of the bumped- up car will be left empty. From there the finals will run from lower finals towards A-final.
Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points.
The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second-best position will be compared.

When some drivers of a final do not run a final, they will be awarded maximum points +1.
If final rounds are cancelled due to weather conditions, 1 out 1 or 2 rounds is calculated.
Only at FINAL A: 300 seconds (5 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the Race Director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the Race Director). The remaining cars are allowed to be switched off only.
For any Class that has rules that decides the Champion at EC or GP events by running multiple A (Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to A (Main) Finals.
As an alternative system for finals a 3 side, A&B&C, Christmas tree with 4 bump- ups for race can be used up to the Main final or to 2 extra semifinals.

Proposal to amend or change this rule

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to 24 will be placed to B-final.
1-12 -> A-final
13-24 B-final
25-36 C-final
37-48 D-final
49-60 E-final
61-72 F-final
73-84 G-final and so on...
All finalists are entitled to a 7 min. last chance final except the Final A ones that will run a 10 mins. practice.
There will be 12 drivers in each LCQ and the fastest will bump up to the upper final, starting from the 13th position on the grid. The grid slot of the bumped- up car will be left empty. From there the finals will run from lower finals towards A-final.
Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points.
The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second-best position will be compared.
When some drivers of a final do not run a final, they will be awarded maximum points +1.
If final rounds are cancelled due to weather conditions, 1 out 1 or 2 rounds is calculated.
Only at FINAL A: 300 seconds (5 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the Race Director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the Race Director). The remaining cars are allowed to be switched off only.
For any Class that has rules that decides the Champion at EC or GP events by running multiple A (Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to A (Main) Finals.
As an alternative system for finals a 3 side, A&B&C, Christmas tree with 4 bump- ups for race can be used up to the Main final or to 2 extra semifinals.
For all leg 1 finals except A Final Leg 1, the winner will bump-up to the next final for Leg 2, his result will be only valid for him to bump-up but the other drivers result in that Leg 1 will not be affected. His final result will be based only on the results of Legs 2 & 3 with no thrown-out result. Only at the A final, there will be 14 drivers. The last bump-up will be number 14, the rest of the finals will remain with 12 cars.

Remarks, purpose of the proposal

After the excellent experience of the Bump-Up at all levels, let's try to introduce a second bump-up to give a chance to the definitive LCQ.

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 12 in favour, 0 against, 1 abstentions

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

☐ Withdrawn

Proposal result: Passed

Current Rule – 2.7.4

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to 24 will be placed to B-final.
1-12 -> A-final
13-24 B-final
25-36 C-final
37-48 D-final
49-60 E-final
61-72 F-final
73-84 G-final and so on...
All finalists are entitled to a 7 min. last chance final except the Final A ones that will run a 10 mins. practice.
There will be 12 drivers in each LCQ and the fastest will bump up to the upper final, starting from the 13th position on the grid. The grid slot of the bumped- up car will be left empty. From there the finals will run from lower finals towards A-final.
Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points.
The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second-best position will be compared.
When some drivers of a final do not run a final, they will be awarded maximum points +1.
If final rounds are cancelled due to weather conditions, 1 out 1 or 2 rounds is calculated.
Only at FINAL A: 300 seconds (5 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the Race Director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the Race Director). The remaining cars are allowed to be switched off only.
For any Class that has rules that decides the Champion at EC or GP events by running multiple A (Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to A (Main) Finals.
As an alternative system for finals a 3 side, A&B&C, Christmas tree with 4 bump- ups for race can be used up to the Main final or to 2 extra semifinals.

Proposal to amend or change this rule

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to 24 will be placed to B-final.
1-12 -> A-final
13-24 B-final
25-36 C-final
37-48 D-final
49-60 E-final
61-72 F-final
73-84 G-final and so on...
All finalists are entitled to a 7 min. last chance final except the Final A ones that will run a 10 mins. practice.
There will be 12 drivers in each LCQ and the fastest will bump up to the upper final, starting from the 13th position on the grid. The grid slot of the bumped- up car will be left empty. From there the finals will run from lower finals towards A-final.
Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points.
All competitors should run 3 finals and all could be bump-up finals - it would give more racing in the lower finals and also in the 3rd final.
From each final (D,F, H, etc) the first would bump up and the last one would bump-down.

The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second-best position will be compared.
When some drivers of a final do not run a final, they will be awarded maximum points +1.
If final rounds are cancelled due to weather conditions, 1 out 1 or 2 rounds is calculated.
Only at FINAL A: 300 seconds (5 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the Race Director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the Race Director). The remaining cars are allowed to be switched off only.
For any Class that has rules that decides the Champion at EC or GP events by running multiple A (Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to A (Main) Finals.
As an alternative system for finals a 3 side, A&B&C, Christmas tree with 4 bump- ups for race can be used up to the Main final or to 2 extra semifinals.

Remarks, purpose of the proposal

Self explanitory.

Proposed by	EAK, Valdt Toomas
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 – 3.1

SURFACE
Any surface must not be potentially dangerous or pollutant.
Within the total length of the track, at least 50 percent (50%) of it minimum must be from natural soil.
Any section made from artificial surface must not be longer than twenty (20) metres.
A natural soil section should separate two (2) artificial surface sections.
At place of the lap counting antenna, there must not be any metallic structure.
A video recording will be made from the lap counting loop for the purpose of disputes and laps checking.
Deterioration of the natural soil area must not uncover obstacles in the transit area between natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).
The track must be suitably drained.

Proposal to amend or change this rule

~~SURFACE~~ Proposed text EFRA Handbook 2026. Appendix 2 (proposed) Any surface must not be potentially dangerous or ~~pollutant. Within the total length~~ polluting. The main track surface may consist of ~~the track, at least 50 percent (50%)~~ natural soil, artificial turf, or a combination of ~~it minimum must be from natural soil.~~ both. Any section made from ~~artificial~~ a surface different from the main track surface must not be longer than twenty (20) metres. ~~A natural soil section should separate two (2) artificial surface sections.~~ Transitions between different surfaces must be smooth, safe and of sufficient length. At ~~place~~ the location of the ~~lap counting~~ lap-counting antenna, there must not be any metallic structure. A video recording will be made ~~from~~ at the ~~lap counting~~ lap-counting loop for the purpose of resolving disputes and ~~laps checking.~~ checking laps. Deterioration of ~~the natural soil area~~ any track surface must not ~~uncover~~ expose obstacles ~~in the transit area~~ or create a dangerous transition between ~~natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).~~ different surfaces. The track must be suitably drained.

Remarks, purpose of the proposal

Reason for the proposal The current regulation requires at least fifty percent (50%) of the total track length to consist of natural soil. This requirement excludes circuits whose main surface consists entirely or predominantly of artificial turf, irrespective of their safety, technical quality or suitability for international competition. Modern artificial-turf circuits can provide technical and demanding off-road racing through the use of jumps, elevation changes, different corner types, braking zones and rhythm sections. Artificial turf also provides more consistent racing conditions during multi-day events and reduces the risk of adverse weather conditions seriously affecting the event programme. This proposal does not require organisers to use artificial turf and does not restrict the use of natural-soil circuits. Its purpose is to allow natural soil, artificial turf, or a combination of both, provided that the circuit is safe, technically suitable and approved in accordance with EFRA requirements. The amended wording also retains the maximum length for sections made from a surface different from the main track surface, requires safe transitions between different surfaces and retains the existing drainage requirement.

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: 2 in favour, 11 against, 0 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – 3.1

SURFACE
Any surface must not be potentially dangerous or pollutant.
Within the total length of the track, at least 50 percent (50%) of it minimum must be from natural soil.
Any section made from artificial surface must not be longer than twenty (20) metres.
A natural soil section should separate two (2) artificial surface sections.
At place of the lap counting antenna, there must not be any metallic structure.
A video recording will be made from the lap counting loop for the purpose of disputes and laps checking.
Deterioration of the natural soil area must not uncover obstacles in the transit area between natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).
The track must be suitably drained.

Proposal to amend or change this rule

SURFACE
Any surface must not be potentially dangerous or pollutant.
~~Within the total length of the track, at least 50 percent (50%) of it minimum must be from natural soil. Any section made from artificial surface must not be longer than twenty (20) metres. A natural soil section should separate two (2) artificial surface sections.~~
At place of the lap counting antenna, there must not be any metallic structure.
A video recording will be made from the lap counting loop for the purpose of disputes and laps checking.
~~Deterioration of the natural soil area must not uncover obstacles in the transit area between natural soil and artificial surface (overlapping slope must be smooth and of sufficient length).~~ The track must be suitably ~~drained.~~ drained from water and any potentially dangerous or hazardous deteriorations must be fixed and avoided in the design of the track.

Remarks, purpose of the proposal

The rulebook should not determine the surface of the track as most modern tracks are artificially treated anyway. Mentions between artificial surfaces and "natural soil" is problematic as the majority of the tracks in the current day and age is not natural soil but rather artificially treated soil. 1/8th offroad is specifically designed to be run on all surfaces or all terrains, not only on dirt or clay so it should not be limited by the rules. In the past there have been multiple tracks that have violated this rule in it's current wording. This change leaves any speculation out of the question with track surfaces and the venue is still democratically decided by the federations so any preferences for specific types of track surfaces are still included as the people at the AGM get to pick the venue. Additionally it is necessary to account for safety and durability of the track in the rules, currently that is not the case. Additionally the rules don't state what type of fixes can be done to the track so it is vital to say what type of fixes are okay.

Proposed by	AKK, Kuisma Jenni
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 – 4.

RACE PROCEDURES
Race procedures shall be as follows with the addition of the non contradictory rules of section 4 of Appendix 1 up to 4.9, basically part of 4.1 (mechanics position), rule 4.3, rule 4.7.7 to 4.7.11 and rule 4.9. It is forbidden to cut the track during the warm-up minutes unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.
Rostrum Positions:
Controlled Practice: Drivers may choose any numbered position on the rostrum.
Qualification: Drivers must stand in the rostrum position corresponding to their race number.
Finals: Drivers will enter the rostrum in ascending order and select their rostrum position.
Mechanics: Mechanics must remain in the pit lane positions that correspond to their drivers rostrum positions at all times.
In case a race cannot be completed for whatever reason the final ranking will be
made as follow:
Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.
Above that level, for the remaining drivers, the qualification ranking will be used.

Proposal to amend or change this rule

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

unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go. When time is over no car is allowed to exit the pit lane.

Rostrum Positions:
Controlled Practice: Drivers may choose any numbered position on the rostrum.
Qualification: Drivers must stand in the rostrum position corresponding to their race number.
Finals: Drivers will enter the rostrum in ascending order and select their rostrum position.
Mechanics: Mechanics must remain in the pit lane positions that correspond to their drivers rostrum positions at all times.
In case a race cannot be completed for whatever reason the final ranking will be made as follow:
Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.
Above that level, for the remaining drivers, the qualification ranking will be used.

Remarks, purpose of the proposal

The "no exit" of the pits is clear at qualifying, but it is also a rule at finals, not clearly written anywhere.

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 4.

RACE PROCEDURES
Race procedures shall be as follows with the addition of the non contradictory rules of section 4 of Appendix 1 up to 4.9, basically part of 4.1 (mechanics position), rule 4.3, rule 4.7.7 to 4.7.11 and rule 4.9. It is forbidden to cut the track during the warm-up minutes unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.
Rostrum Positions:
Controlled Practice: Drivers may choose any numbered position on the rostrum.
Qualification: Drivers must stand in the rostrum position corresponding to their race number.
Finals: Drivers will enter the rostrum in ascending order and select their rostrum position.
Mechanics: Mechanics must remain in the pit lane positions that correspond to their drivers rostrum positions at all times.
In case a race cannot be completed for whatever reason the final ranking will be made as follow:
Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.
Above that level, for the remaining drivers, the qualification ranking will be used.

Proposal to amend or change this rule

RACE PROCEDURES
Race procedures shall be as follows with the addition of the non contradictory rules of section 4 of Appendix 1 up to 4.9, basically part of 4.1 (mechanics position), rule 4.3, rule 4.7.7 to 4.7.11 and rule 4.9. It is forbidden to cut the track during the warm-up minutes unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.
Rostrum Positions:
Controlled Practice: Drivers may choose any numbered position on the rostrum.
Qualification: Drivers must stand in the rostrum position corresponding to their race number.
Finals: Drivers will enter the rostrum in ascending order and select their rostrum position.
If any driver is not ready when it is their turn to select their rostrum position they will be able to choose only once all other have chosen their position.
Mechanics: Mechanics must remain in the pit lane positions that correspond to their drivers rostrum positions at all times.
In case a race cannot be completed for whatever reason the final ranking will be made as follow:
Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.
Above that level, for the remaining drivers, the qualification ranking will be used.

Remarks, purpose of the proposal

We should not be delaying the race procedure waiting for a late driver.

Proposed by	EFRA, Gomez Ambrosio Carlos
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: DMC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☑ Passed unanimously
- ☑ Passed: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 4.1

The track for a European Championship MUST be either newly built or repaired to a 50% new layout before the day it is open for the main event practice. Whether the track is a new track made for the event or an existing track it can not be open to drivers for practice before the day the official practice is scheduled. The National Federation and the organising Club must forbid any use of this track 4 weeks before the event. Only the event organisers are permitted to run a single car for a maximum of 30 minutes to validate the suitability of the new layout; drivers competing in the event are not allowed to conduct this track validation. Any driver found in violation of this rule will be excluded from the event.

Proposal to amend or change this rule

The track for a European Championship ~~MUST~~ MAY be either newly built or repaired to a 50% new layout before the day it is open for the main event practice. Whether the track is a new track made for the event or an existing track it can not be open to drivers for practice before the day the official practice is scheduled. The National Federation and the organising Club must forbid any use of this track 4 weeks before the event. Only the event organisers are permitted to run a single car for a maximum of 30 minutes to validate the suitability of the new layout; drivers competing in the event are not allowed to conduct this track validation. Any driver found in violation of this rule will be excluded from the event.

Remarks, purpose of the proposal

Although AECAR is agree with spirit of this rule, we see that we are forcing to the organisations to spend money and resources to built new tracks (at least 50%). Some organisations are not able for different reasons to do it and, because that, they could be not elegible to organiser a EC meeting. Apart of that, this year we saw some tracks who didn\'t follow this rule and they didn\'t rebuilt the track, not being fair with the ones who did it.

Proposed by	AECAR, Garcia Collado Javier
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: EAMK ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☑ Rejected: 0 in favour, 13 against, 0 abstentions
- ☐ Withdrawn

Proposal result: Rejected

Current Rule – 5.

TECHNICAL SPECIFICATIONS
4 WD 1:8 OFF ROAD CARS

Proposal to amend or change this rule

TECHNICAL SPECIFICATIONS
~~4 WD~~ 1:8 OFF ROAD CARS
A list of technical equipment that has been EFRA approved must be made available for EFRA members at their request.

Remarks, purpose of the proposal

If it a service we can give to the members, why not? good for everyone and standarization helps to easy development

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 5.4.

TYRES
All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before any final longer than 20 minutes only.
The application of any additives within the event perimeter is strictly forbidden.
The penalty for that is immediate disqualification.
No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.
All EFRA EC s on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system or under a designated pattern system either a single or a multiple choice one.
When a Designated Tyre System is in place the only modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air Holes, no use of tyre additives is allowed at all.

Proposal to amend or change this rule

TYRES
All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before any final longer than 20 minutes only.
The application of any additives within the event perimeter is strictly forbidden.
The penalty for that is immediate disqualification.
No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.
All EFRA EC s on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system or under a designated pattern system either a single or a multiple choice one.
When a Designated Tyre System is in place the only modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air Holes, no use of tyre additives is allowed at all.
When a Designated Tyre System is in place the use of marked tyres is compulsory for official racing from the start of Controlled Timed practice onwards.

Remarks, purpose of the proposal

Make it clear when controlled tyres must be used.

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 5.4.

TYRES
All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before any final longer than 20 minutes only.
The application of any additives within the event perimeter is strictly forbidden.
The penalty for that is immediate disqualification.
No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.
All EFRA EC s on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system or under a designated pattern system either a single or a multiple choice one.
When a Designated Tyre System is in place the only modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air Holes, no use of tyre additives is allowed at all.

Proposal to amend or change this rule

TYRES
All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before any final longer than 20 minutes only.
The application of any additives within the event perimeter is strictly forbidden.
The penalty for that is immediate disqualification.
No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.
All EFRA EC s on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system or under a designated pattern system either a single or a multiple choice one.
When a Designated Tyre System is in place the only modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air Holes, no use of tyre additives is allowed at all.
When a Single Controlled Wheel, Tyre and Insert system is in use, no modifications are allowed at all.
A tyre impound system is allowed to be put in place for any events where a designated tyre system is in place.

Remarks, purpose of the proposal

If it is a single unique complete wheel for everyone, equal to everyone, it must be equal and not require an intensive hair dressing treatment of pin cutting based on more handpower available or coffieur habilities.

A tyre impound can be used to control/prevent the instances of tyre treatment being used when not allowed.

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 5.4.

TYRES
All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before any final longer than 20 minutes only.
The application of any additives within the event perimeter is strictly forbidden.
The penalty for that is immediate disqualification.
No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.
All EFRA EC s on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system or under a designated pattern system either a single or a multiple choice one.
When a Designated Tyre System is in place the only modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air Holes, no use of tyre additives is allowed at all.

Proposal to amend or change this rule

TYRES
All tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before any final longer than 20 minutes only.
~~The application~~ Treatment of tyres with any ~~additives within the event perimeter~~ type of additive is strictly ~~forbidden.~~ not allowed, inside or outside track area. The penalty for ~~that~~ using additives is immediate ~~disqualification. No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres~~ disqualification from the ~~inside.~~ event.
All EFRA EC s ~~on 3 days scheme can be~~ run under a designated wheel (insert, tyre and ~~wheel to be the same for all drivers)~~ wheel) system or under a designated pattern system either a single or a multiple choice one.
~~When a Designated Tyre System is in place the~~ The only tyre modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air ~~Holes, no use~~ Holes.
Only tyres that are checked and marked by the technical inspection can be used in controlled practice, qualification and finals. Only tyres that are in the original manufacturers sealed bag can be brought to inspection for checking and marking. Tyres must be impounded and a designated box is reserved for each driver. The impound area consists of ~~tyre additives~~ the tire gluing and storage area, the race track, the warm up area and the technical inspection area which are all to be closed areas from anyone but the driver, their mechanic and their team manager. Tyres that have been taken out of the impound area, cannot be used in the race. If a driver is ~~allowed at all.~~ caught racing with tires that have left the impound area, it will result in disqualification from that heat.

Remarks, purpose of the proposal

What happened in the Electric EC in Estonia was a disgrace to the class and the safety of the racers. I have received reports from our drivers that suffered dizziness, migraines and heavy skin irritations due to strong chemicals such as turpentine being used as additives outside the Venue premises and then brought back to the pits. Safety of racers simply cannot be ensured with the current rules and a heavy stance against the use of additives is necessary. A tire impound has proven successful in other classes and when the impound area can be closed in a way where we already have the pitlane, technical inspection and driverstand closed in the current races, this will be possible to already be implemented with minimal resources. Effectively the new norm will be that the driver and mechanic come to the tire impound area, put the tires on the car, go to the warm up area to warm up the car and once they receive their car from technical inspection the car can leave the impound area only after they have removed the tires from the car and placed them in their designated box. This proposal aims to put a full stop to what happened in Estonia to never happen again at a 1/8th event. Now that drivers have seen what additive can do, they will use it in the future races as well.

Proposed by	AKK, Kuisma Jenni
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 – 5.4.

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

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

Proposal to amend or change this rule

TYRES

All ~~tyres must be black with the exception of side wall lettering and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound. Wheel overall diameter must be between 109 and 120 mm, wheel overall width 47 mm maximum, these sizes must be checked directly before any final longer than 20 minutes only. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification. No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside. All~~ EFRA ~~EC s~~ EC\'s on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system or under a designated pattern system either a single or a multiple choice one. ~~When a Designated Tyre designated Tyrer System is in place Place the only modifications Modifications allowed are: Gluing of the Side Walls, Cutting of Pins off and Air Holes,~~ **When a Designated Tyre System is in Place, no Modifications are permitted, including Gluing of the Side Walls, Cutting of Pins off, and additional Air Holes,** no use of tyre additives is allowed ~~all.~~ at all.,

Remarks, purpose of the proposal

as a unique tyre is allowed, modifying it will creat unequities in between drivers ! keeping unmodified tyres makes everybody equal

Proposed by	FFVRC, MORBIN William
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 – 5.8.2

BATTERIES:
1/8 Scale Electric Off-Road Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 volts (4S). It is allowed to use 2 x 2S or 4 x 1S. If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number.
Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events.
All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed.
LiPo/LiFe drive batteries must be in a Lipo sack at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event.
LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.
The maximum charging cut-off voltage is 4.20v per. cell in series (16.80v for 4S). Organisers can check this voltage at any time during the event. At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be protected by the chassis and/or body. Maximum voltage before any run 16.80v before the start of the run. Penalties for battery over voltage
1S 2S 4S 4.20 or < 8.40 or < 16.80 or < ok
4.21-4.22 8.41-8.44 16.81-16.88 discharge
4.23-4.25 8.45-8.50 16.89-17.00 no access
> 4.25 > 8.50 > 17.00 DQ
"Discharge" means, only one time allowed to have your battery discharged and checked again, if they are still too high you are not allowed to start. You must go back in line for this discharging process.
"No access" means no driving in that specific heat/final.
DQ means disqualification from the event.
All Rules concerning: - Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.

Proposal to amend or change this rule

BATTERIES:
1/8 Scale Electric Off-Road Cars will be driven by Lithium based batteries with a final connected nominal voltage of no more than 15.2 volts (4S). It is allowed to use 1 x 4S or 2 x ~~2S or 4 x 1S.~~ 2S. 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. At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be protected by the chassis and/or body. Maximum voltage before any run 16.80v before the start of the run. Penalties for battery over voltage
1S 2S 4S 4.20 or < 8.40 or < 16.80 or < ok
4.21-4.22 8.41-8.44 16.81-16.88 discharge
4.23-4.25 8.45-8.50 16.89-17.00 no access
> 4.25 > 8.50 > 17.00 DQ
"Discharge" means, only one time allowed to have your battery discharged and checked again, if they are still too high you are not allowed to start. You must go back in line for this discharging process.
"No access" means no driving in that specific heat/final.
DQ means disqualification from the event.
All Rules concerning: - Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.

Remarks, purpose of the proposal

To make it clear what batteries are allowed, to achieve the allowed maximum voltage

Proposed by	EFRA, Worsley Paul EFRA
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 5.8.3

TRANSMISSION AND DRIVE:
- Single speed transmissions only
- 4WD
- No reverse mode allowed.

Proposal to amend or change this rule

~~TRANSMISSION AND DRIVE:~~ TRANSMISSION, DRIVE & TYRES:
- Single speed transmissions only
- 4WD
- No reverse mode allowed.

- Tyres: its amount should be limited to 1 set per 2 runs maximum (a 50 % of the runs).

Remarks, purpose of the proposal

Tires could be limited. It does not have to be mono-tire, but the amount should be limited. For example, half of the number of starts is the amount of allowed tire sets.
Example: If you make 8 starts in total (including practise, qualy and finals) - then you can have 4 sets of tires.
If you have 9 starts, thes you get 5 sets, because we round it up-wards.

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: _____ in favour, _____ against, _____ abstentions

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

☐ Withdrawn

Proposal result: Rejected

Current Rule – 6.

NATIONS CUP
At every European Championship A&B EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. Before the start of the official qualifying rounds each Team Manager will provide the Race Director with a maximum of four (4) names of drivers which will represent their country at this Nations Cup. Out of this four drivers the best result in points according to their final position achieved of the best three (3) of them will be added together and give the result of their National Team.

Proposal to amend or change this rule

NATIONS CUP
At every European Championship A&B EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. ~~Before~~ The 4 Team drivers will be formed by the best 4 drivers of each National body after Controlled Timed Practice unless before the start of the official qualifying rounds ~~each~~ any Team Manager ~~will~~ provide the Race Director with a maximum of four (4) different names of drivers which will represent their country at this Nations Cup. Out of this four drivers the best result in points according to their final position achieved of the best three (3) of them will be added together and give the result of their National Team.

Remarks, purpose of the proposal

The 4 names will be automatically the best 4 after controlled practice unless otherwise choosen by their respective Team Manager before the start of official racing.

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 12 in favour, 0 against, 1 abstentions

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

☐ Withdrawn

Proposal result: Passed

Current Rule – 6.

NATIONS CUP
At every European Championship A&B EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. Before the start of the official qualifying rounds each Team Manager will provide the Race Director with a maximum of four (4) names of drivers which will represent their country at this Nations Cup. Out of this four drivers the best result in points according to their final position achieved of the best three (3) of them will be added together and give the result of their National Team.

Proposal to amend or change this rule

NATIONS CUP

At every European Championship ~~A&B~~ A, B **& Masters40+** EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. Before the start of the official qualifying rounds each Team Manager will provide the Race Director with a maximum of four (4) names of drivers which will represent their country at this Nations Cup. Out of this four drivers the best result

in points according to their final position achieved of the best three (3) of them will be added together and give the result of their National Team.

Remarks, purpose of the proposal

40+ drivers are much interested in having their Nations Cup

Proposed by	FFVRC, MORBIN William
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: OFMAV ☐ 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 – 7.

TROPHIES
The organiser must furnish, at least, the following trophies for the prize giving ceremony:
- Appropriate trophy for positions 1-2-3 at the 3 standard classifications, Absolute final, under 17 exhibition final and over 40 exhibition final.
- Trophy for the winner of each other electric final.
- Trophy for positions 4-13 of the Absolute final classification.
- TQ Trophy, to be presented after classification is completed.
- 3 pairs of plates for the Mechanics of positions 1-2-3 of the Absolute final classification EC A and EC B.
- 3 set of 4 plates to the Nations Cup positions 1-2-3. EC A and EC B
- 1 Trophy for the manufacturer of the winner car at the EFRA EC A
- 1 Trophy for the manufacturer of the winner engine at the EFRA EC A
- 1 Trophy for the manufacturer of the winner tires at the EFRA EC A

Proposal to amend or change this rule

TROPHIES
The organiser must furnish, at least, the following trophies for the prize giving ceremony:
- Appropriate ~~trophy~~ sized & quality trophies for positions 1-2-3 at the 3 standard classifications, ~~Absolute final,~~ Main Final, under 17 ~~exhibition final~~ and over 40 ~~exhibition final.~~ (when applicable).
- 3 plaque for the top3 at the Exhibition Finals A. - ~~Trophy~~ Trophy/plate for the winner of each other electric final.
- ~~Trophy~~ Trophy/plaque for positions 4-13 of the Absolute final classification.
- TQ Trophy, to be presented after classification is completed.
- 3 ~~pairs of plates~~ plaques for the Mechanics of positions 1-2-3 of the Absolute final classification EC A and EC B.
- 3 ~~set of 4 plates~~ plaques to the Nations Cup positions 1-2-3. EC A and EC B
- 1 ~~Trophy~~ plaque for the manufacturer of the winner car at the EFRA EC A
- 1 ~~Trophy~~ plaque for the manufacturer of the winner engine at the EFRA EC A
- 1 ~~Trophy~~ plaque for the manufacturer of the winner tires at the EFRA EC A

Remarks, purpose of the proposal

a) To give visibility to the winners of the 3 different classifications, not only to the Exhibition Finals. b) to reduce extra cost and to give some relevance to top positions at the Main Final.

Proposed by	EFRA, Gomez Ambrosio Carlos
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: 13 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 8.

EFRA RANKING LIST 1/8 BUGGY
A general classification shall be published at the end of the racing season. The sum of the 4 best results in points of the last 3 seasons to be the final score of each driver. Points shall be given as follows: Last Event at each level EC A or IFMAR Worlds has 100 % value, Preceding ones will have a respective 50% value, and the 3rd EC A precent will have a value of a
25 %. EFRA GP1 (Less than 30 drivers)
50 46 42 38 34 32 30 28 26 24
22 21 20 19 18 17 16 15 14 13
12 11 10 9 8 7 6 5 4 3 EFRA GP2 (30 to 60 drivers)
75 71 67 63 61 59 57 55 53 51
49 48 47 46 45 44 43 42 41 40
39 38 37 36 35 34 33 32 31 30
29 28 27 26 25 24 23 22 21 20
19 18 17 16 15 14 13 12 11 10
9 8 7 6 5 4 3 2 1 1 EFRA GP3 (60 drivers plus)
100 96 92 88 84 82 80 78 76 74
73 72 71 70 69 68 67 66 65 64
63 62 61 60 59 58 57 56 55 54
53 52 51 50 49 48 47 46 45 44
43 42 41 40 39 38 37 36 35 34
33 32 31 30 29 28 27 26 25 24
23 22 21 20 19 18 17 16 15 14
13 12 11 10 9 8 7 6 5 4
3 2 1 (1 for places greater than 83) EUROPEAN CHAMPIONSHIP
300 280 260 240 220 210 200 190 180 170
165 160 155 150 145 140 135 130 125 120
115 110 105 100 99 98 97 96 95 94
93 92 91 90 89 88 87 86 85 84
83 82 81 80 79 78 77 76 75 74
73 72 71 70 69 68 67 66 65 64
63 62 61 60 59 58 57 56 55 54
53 52 51 50 49 48 47 46 45 44
43 42 41 40 39 38 37 36 35 34
33 32 31 30 29 28 27 26 25 24
23 22 21 20 19 18 17 16 15 14
13 12 11 10 9 8 7 6 5 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140 WORLD CHAMPIONSHIP
500 450 400 350 320 290 260 230 200 170
160 155 150 145 140 135 130 125 120 115
110 105 100 95 90 89 88 87 86 85
84 83 82 81 80 79 78 77 76 75
74 73 72 71 70 69 68 67 66 65
64 63 62 61 60 59 58 57 56 55
54 53 52 51 50 49 48 47 46 45
44 43 42 41 40 39 38 37 36 35
34 33 32 31 30 29 28 27 26 25
24 23 22 21 20 19 18 17 16 15
14 13 12 11 10 9 8 7 6 5
4 4 4 4 4 4 4 4 4 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140

Proposal to amend or change this rule

EFRA RANKING ~~LIST~~ LISTS 1/8 BUGGY

A general classification up to position 60 shall be published at the end of the racing season. The sum of the 4 best results in points of the last 3 seasons to be the final score of each driver. Points shall be given as follows: Last Event at each level EC A or IFMAR Worlds has 100 % value, Preceding ones will have a respective 50% value, and the 3rd EC A precent will have a value of a 25 %.

Top 12 at both ranking list will have EFRA ~~GP1 (Less than 30 drivers) 50 46 42 38 34 32 30 28 26 24 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 EFRA GP2 (30 to 60 drivers) 75 71 67 63 61 59 57 55 53 51 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 1 EFRA GP3 (60 drivers plus) 100 96 92 88 84 82 80 78 76 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 (1~~ preference at the next IFMAR World Championship for ~~places greater than 83)~~ the specific class.

EUROPEAN CHAMPIONSHIP
300 280 260 240 220 210 200 190 180 170
165 160 155 150 145 140 135 130 125 120
115 110 105 100 99 98 97 96 95 94
93 92 91 90 89 88 87 86 85 84
83 82 81 80 79 78 77 76 75 74
73 72 71 70 69 68 67 66 65 64
63 62 61 60 59 58 57 56 55 54
53 52 51 50 49 48 47 46 45 44
43 42 41 40 39 38 37 36 35 34
33 32 31 30 29 28 27 26 25 24
23 22 21 20 19 18 17 16 15 14
13 12 11 10 9 8 7 6 5 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140 WORLD CHAMPIONSHIP
500 450 400 350 320 290 260 230 200 170
160 155 150 145 140 135 130 125 120 115
110 105 100 95 90 89 88 87 86 85
84 83 82 81 80 79 78 77 76 75
74 73 72 71 70 69 68 67 66 65
64 63 62 61 60 59 58 57 56 55
54 53 52 51 50 49 48 47 46 45
44 43 42 41 40 39 38 37 36 35
34 33 32 31 30 29 28 27 26 25
24 23 22 21 20 19 18 17 16 15
14 13 12 11 10 9 8 7 6 5
4 4 4 4 4 4 4 4 4 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140

Remarks, purpose of the proposal

a) Limit the ranking calculation to arrive to top 60 (making the life of the EFRA Section Chairman slightly less complicated).
b) To give the top 12 at both rankings a certain value, always respecting the National Criteria.
c) Get rid of the charts of GP 1 & GP 2 6 GP 3 as we are no longer using GPs since more than a decade.

Proposed by	EFRA, Gomez Ambrosio Carlos
Proposal Status:	proposed to be changed - released for AGM

Amendment 1 – Pending

EFRA RANKING ~~LIST~~ LISTS 1/8 BUGGY

A general classification up to position 72 shall be published at the end of the racing season. The sum of the 4 best results in points of the last 3 seasons to be the final score of each driver. Points shall be given as follows: Last Event at each level EC A or IFMAR Worlds has 100 % value, Preceding ones will have a respective 50% value, and the 3rd EC A precent will have a value of a 25 %.
Top 12 at both ranking list will have EFRA ~~GP1 (Less than 30 drivers) 50 46 42 38 34 32 30 28 26 24 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 EFRA GP2 (30 to 60 drivers) 75 71 67 63 61 59 57 55 53 51 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 1 EFRA GP3 (60 drivers plus) 100 96 92 88 84 82 80 78 76 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 (1~~ preference at the next IFMAR World Championship for ~~places greater than 83)~~ the specific class.
EUROPEAN CHAMPIONSHIP
300 280 260 240 220 210 200 190 180 170
165 160 155 150 145 140 135 130 125 120
115 110 105 100 99 98 97 96 95 94
93 92 91 90 89 88 87 86 85 84
83 82 81 80 79 78 77 76 75 74
73 72 71 70 69 68 67 66 65 64
63 62 61 60 59 58 57 56 55 54
53 52 51 50 49 48 47 46 45 44
43 42 41 40 39 38 37 36 35 34
33 32 31 30 29 28 27 26 25 24
23 22 21 20 19 18 17 16 15 14
13 12 11 10 9 8 7 6 5 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140 WORLD CHAMPIONSHIP
500 450 400 350 320 290 260 230 200 170
160 155 150 145 140 135 130 125 120 115
110 105 100 95 90 89 88 87 86 85
84 83 82 81 80 79 78 77 76 75
74 73 72 71 70 69 68 67 66 65
64 63 62 61 60 59 58 57 56 55
54 53 52 51 50 49 48 47 46 45
44 43 42 41 40 39 38 37 36 35
34 33 32 31 30 29 28 27 26 25
24 23 22 21 20 19 18 17 16 15
14 13 12 11 10 9 8 7 6 5
4 4 4 4 4 4 4 4 4 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140

Seconded by: RCCAOI

Voting result: 13 in favour, — against, — abstentions

Final vote – Pending amendment results

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: Pending

8. ELECTION OF SECTION CHAIRMAN

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

9. ANY OTHER BUSINESS

Discussion surrounding control tyre method for EC B - Attempting to make it more simple for drivers and organisers. Originated by Alex Valls (AECAR) No money paid directly at the track for tyre marking from the drivers. Manufacturers must provide a sample of their chosen pattern for reference after invoice, payment and approval.

10. ITEMS FOR GENERAL DISCUSSION.

No suggestions have been released for AGM in this agenda.

The Section Chairman thanked all participants for a constructive meeting, and being no further business
the meeting was closed at:
18,45.
Immediately after the meeting the minutes were checked and approved by the elected person Mr. Nils Lindbäck from SBF.