

## Minutes 1:8 Off Road

**SATURDAY 2<sup>nd</sup> of November 2024.**

### 1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

Meeting is opened at 13:30 with a warm welcome by the Section Chairman.

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from: Bulgaria, Germany, Ireland and Finland

Member Countries present, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC A	EC B	EC ELECTRIC	EC +40	WC ELECTRIC
AUSTRIA	G. Steinbock		15	23	10	9	6
BELGIUM							
BULGARIA			1	7			
CROATIA							
CZECH REP.							
DENMARK			2	5	5	5	5
ESTONIA	Toomas Valdt			4	2	5	2
FINLAND			3		4		1
FRANCE	Jerome Sartel		20	20	24	24	15
GERMANY			10	15	12	12	8
GREAT BRITAIN	Mark Rumble		14	18	8	33	8
GREECE							
HUNGARY							
IRELAND				3		5	3
ITALY	Alessandro Pafundi		10	25	10	5	10
LUXEMBOURG							
MONACO							
NETHERLANDS	Wiljan v. Roosmalen		3	5	5	2	5
NORWAY	Hendrik Lainemäe		5	1	1		1
POLAND							
PORTUGAL	Joao Figueiredo		25		4	2	15
SLOVAK REP.							
SLOVENIA							
ROMANIA							
SPAIN	Fernando Abalo		30	6	33	4	15
SWEDEN	Nils Lindback		8	1	2	16	2
SWITZERLAND	Heini Markus		7	25	7	5	3
TURKEY			3		3		2
UKRAINE							
<b>TOTAL</b>	<b>11</b>		<b>156</b>	<b>158</b>	<b>130</b>	<b>127</b>	<b>101</b>

## Allocations can be changed till January 21<sup>th</sup> 2025.

Other persons present: Miguel Izquierdo and Laura R., Erwin Degros and Urmas Valter

### 3. MINUTES OF 2023 SECTION MEETING

AGM November 2023:

Matters arising from the minutes: none

The minutes were checked and accepted as written at the AGM 2023.

The following persons has been elected to check the minutes of this year: Nils Lindbäck and Mark Rumble

### 4. CORRESPONDENCE RECEIVED

A report was presented by the Section Chairman.

### 5. CHAIRMAN'S REPORT

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

### 6. EC'S AND GP'S 2025 & 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.

Year/Date	Alt. Date	Status	Country	Venue
2026		EC A	Estonia	Rakvere
2026		EC A	Spain	Madrid
2026		EC A	Austria	Fehring
2026		EC B	Austria	Fehring
2026		EC B	France	Bermont
2026		EC B	Portugal	Guarda - Maçainhas
2026		EC 40+	Spain	Girona
2026		EC 40+	France	Bermont
2026		EC 40+	Austria	Fehring
2026		EC 40+	Portugal	Guarda - Maçainhas
2026		EC Electric	Slovakia	Trencin
2026		EC Electric	Estonia	Rakvere
2026		EC Electric	Austria	Fehring

#### Final Race calendar 2025 1/8<sup>th</sup> Off Road

Date	Status	Country	Venue
6-8 June 2025	EC Electric	Spain	Valladolid
1-5 July 2025	EC A	Portugal	Barcelos
18-20 July 2025	EC 40+	Great Britain	HNMC

26-30 Aug 2025	WC Electric	Portugal	Barcelos
12-14 Sept. 2025	EC B	Italy	Gussago

### Future Race calendar Championships 2026

Year/Date	Status	Country	Venue
2026	EC A	Spain	Madrid
2026	EC B	Portugal	Guarda - Maçainhas
2026	EC 40+	Austria	Fehring
2026	EC Electric	Estonia	Rakvere
2026	IFMAR WC	USA	TBA

As rule says, adjustments at allocations can be made without financial implications up to 21 January 2025.

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

2.2.

#### QUALIFICATION HEATS:

- a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director.
- b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.
- c) Starting for qualifying will be with "Flying start". The track will be opened normally with a 3 minute warning to the start, this will be announced through the sound system, you will also get the time "2 minutes to start", "1 minute to start", "30 seconds to start" and "10 seconds to start". Deliberate stops waiting for the signal at the track and cutting the track to find a better position in it are infringements to be penalized unless otherwise authorized by common decision of the Race Director and the Referees communicated at the Team Manager Meeting  
The announcement: "Clock is running" will indicate that the heat has started.  
All qualifying runs and finals are ran by "time plus next lap" system.  
Qualifying heats are of 5 minutes duration.
- d) All drivers will be entitled to a sub-final.
- 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: 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11.

f) When the first car finish its qualifying time then no other car is allowed to exit the pit lane after being served by the mechanics.

## **Proposal**

### **QUALIFICATION HEATS:**

a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director.

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Qualifying heats are of 5 minutes duration.

d) All drivers will be entitled to a sub-final.

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

f) When the first car finish its qualifying time then no other car is allowed to exit the pit lane after being served by the mechanics.

## **Remarks**

In the modern day there is no need for rotating the rounds and it only creates additional confusion for marshals, longer wait times between some rounds and shorter wait times between others.

**Proposed by: AKK, Vihavainen Mia**

**Proposal Status:**

**Seconded by: SBF**

**The proposal:**

**o Rejected with 2 for, 5 against and 1 abstention.**

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## **Current Rule**

2.3.

## TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order.

On Tuesday there will be at least 5 rounds of practice, all of at least 5 minutes track time.

On Wednesday before the start of the 2 rounds of reseeding there will be a "track shake-down round" early in the morning, only the Wednesday reseeding rounds will count for reseeding.

These rounds will be of 10 minutes duration with the last 5 minutes timed. Announced as rule 2.2. if needed. Best 3 consecutive laps inside the whole 10 minutes or the complete last 5 minutes may be used for reseeding purposes. The selection of the reseeding system is done by the race director, the Timekeeper and the Referees and must be clearly advised before the start of practice.

Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie second point result will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 drivers will be placed in the last 2 heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first 2 drivers take 1st place in the last 2 heats, next 2 in second place 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 can be done either the afternoon immediately after the opening ceremony or early morning the next day.

## Proposal

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b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 drivers will be placed in the last 2 heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first 2 drivers take 1st place in the last 2 heats, next 2 in second place and so on. Use this system to include 144/180 drivers and avoid small teams being placed in the same heat.

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## Remarks

The tie breaker should be the same, as at Qualification, only to count the best result, the discarded results do not have to affect the valid one.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: SRCCA**

**The proposal: o Passed Unanimously**

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## **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 15 minutes duration, after the first exhibition final.

Marshaling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: 1.-By providing a marshall by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshall then the driver can not race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of the Christmas Tree with the non filled positions over 8 positions covered by the organizer, with same penalty for non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree.

All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals.

First semifinal to start no sooner than 15 minutes after the end of practices. If the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 driver in the main final, then the winner of the under 17 final will be the junior European Champion.

## **Proposal**

### **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 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 marshal then the driver can not race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of the Christmas Tree with the non filled positions over 8 positions covered by the organizer, with same penalty for non present, not to drive later on.

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### **Remarks**

If any youngster is at semifinal level, he will be busy trying to enter the Main final either directly or through the LCQ his car and himself will be already enough hard beaten to compete immediately at an Exhibition Final.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: AECAR**

**The proposal: o Passed Unanimously**

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2.5.

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Marshaling at ALL FINALS will be done either by one of this 2 systems or by a combination of both: 1.-By providing a marshall by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshall then the driver can not race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of the Christmas Tree with the non filled positions over 8 positions covered by the organizer, with same penalty for non present, not to drive later on.

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## Proposal

### 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 15 minutes duration, after the first exhibition final.

Marshaling 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 marshal then the driver cannot race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of the Christmas Tree with the non-filled positions over **8th position to be** covered by the **biggest countries responsibility**, with same penalty for **positions 1-8** non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi-finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals. First semifinal to start no sooner than 15 minutes after the end of practices. If the first sub final



is 1/1024 or less, then all sub finals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi-finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi-finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st of January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 drivers in the main final, then the winner of the under 17 final will be the junior European Champion.

## Remarks

For positions 9 to 12 we take the stress out of the organizers... The total number of sub finals to be covered is maximum 18 (EC A), so big countries can take 1 position completely or can take the Side A and another the side B of the Christmas Tree.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

## Proposal Status:

**Seconded by: BRCA**

**The proposal:**

**o Amended by RCMS, Gomez Ambrosio Carlos**

## 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 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 marshal then the driver cannot race and must cover that empty position and/or 2.-The driver marshal the precedent final of his side of the Christmas Tree with the non-filled positions over **8th position to be covered by providing a marshal by each driver taking part in the final to cover the marshalling position of his car number**, with same penalty for **positions 1-8** non present, not to drive later on.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi-finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). Q driver after qualifying will have the right to practice in both semifinals. First semifinal to start no sooner than 15 minutes after the end of practices. If the first sub final is 1/1024 or less, then all sub finals will be 20 minutes duration. There will be an exhibition final for +40 drivers after the 2 semi-finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at

qualification rounds, top 10/12 will have the right to compete in this final except those who have reached the semi-finals. There will be an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 16 or younger on the 1st January of the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete at this final. In the case of no under 17 drivers in the main final, then the winner of the under 17 final will be the junior European Champion.

## Seconded by: FFVRC

### o 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 round Timed Practice (5 minutes)
WEDNESDAY	A.M.	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 24 in last 2 heats 25-48 in next preseeding 2 heats 49-72 in next preseeding 2 heats 73-96 in next preseeding 2 heats 97-120 in next preseeding 2 heats 121-144 in next preseeding 2 heats 145-180 in first 3 heats 1 round of timed practice to sort out problems
THURSDAY		3 rounds qualifying
FRIDAY	A.M.	2 rounds qualifying
	P.M.	1/8192 Finals A & B (A is run first) 1/4096 Finals A & B 1/2048 Finals A & B 1/1024 Finals A & B 1/512 Finals A & B 1/256 Finals A & B 1/128 Finals A & B
SATURDAY		1/64 Finals through to "A" Final Final to commence 15.30

Official Prize Giving ceremony to be held after Main Final at a time to be announced by the Organisers.

## Proposal

### 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

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WEDNESDAY	A.M.	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 12 drivers go to the last heat with next 12 drivers going into the preceding heat. 1 round of timed practice to sort out problems
THURSDAY		3 rounds qualifying
FRIDAY	A.M.	2 rounds qualifying
	P.M.	1/8192 Finals A & B (A is run first) 1/4096 Finals A & B 1/2048 Finals A & B 1/1024 Finals A & B 1/512 Finals A & B 1/256 Finals A & B 1/128 Finals A & B
SATURDAY		1/64 Finals through to "A" Final Final to commence 15.30

Official Prize Giving ceremony to be held after Main Final at a time to be announced by the Organisers.

## Remarks

There is no need to do this mixing of the heats. This way also the fight for the TQ is easier to display to the viewers on the livestream and it makes it more exciting.

**Proposed by: AKK, Vihavainen Mia**

**Proposal Status:**

**Seconded by: SBF**

**The proposal:**

**o Rejected with 1 for, 3 against and 4 abstentions.**

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**Current Rule**

## 2.7.2.

### TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of 10 minutes track time if possible. The two (2) last rounds of controlled practice, (named as 4th & 5th previously) will count for reseeding and be known as Reseeding Round 1 & 2. These rounds will be of 10 minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each reseeding round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the best time and laps out of the counted result will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 24 drivers will be placed in the last 2 heats with equal number of each country up to a maximum of 5 drivers in each heat. The first 2 drivers take 1st place in the last 2 heats, next 3 in second place at each heat and so on. Use this system to include 120/144 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning.

### Proposal

#### TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of 10 minutes track time if possible. The two (2) last rounds of controlled practice, (named as 4th & 5th previously) will count for reseeding and be known as Reseeding Round 1 & 2. These rounds will be of 10 minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each reseeding round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie the best time and laps out of the counted result will be taken into account to solve the tie.

b) Reseeding: After timed practice, and depending **on** frequencies and practical **considerations**, the top 36 drivers will be placed **into** the last three heats, with **an** equal number of **drivers from** each country, up to a maximum of 5 drivers per heat. The top **3** drivers will **be assigned to the** 1st place **positions** in the last three heats, **the** next 3 drivers **to the 2nd** place positions, and so on. **This system will accommodate up to** 120/144 drivers and help **prevent** small teams **from** being grouped **into** the same heat. **Any adjustments required** after reseeding can be made alternatively **on** Friday afternoon after the opening ceremony or early **on** Saturday morning.

### Remarks

Expanding the top 24 to a top 36 is important for several reasons. First, it benefits all drivers, particularly the top performers, by giving the referee more flexibility to monitor the fastest cars across three heats instead of just two. This adjustment also enhances media coverage, allowing media partners to follow a wider range of cars more closely over more heats, rather than focusing on just two.

**Proposed by: BRCA, Rumble Mark**

**Proposal Status:**

## **The proposal:**

### **o Rejected, colliding with Rule voted in last Year**

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#### **Current Rule**

2.7.4.

FINALS 12 fastest drivers will qualify for A-final.

Drivers placed from 13 to 25 will be placed to B-final.

1-12 -> A-final

13-25 -> B-final

26-37 -> C-final

38-49 -> D-final

50-61 -> E-final

62-73 -> F-final

74-85 -> G-final

Finals will start with the last chance final for drivers qualified to B final.

All finalists entitled to a practice final except those at the B final that run the last chance final .

There will be 13 drivers and the fastest will bump up to A-final, 12th position on the grid.

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: 240 seconds (4 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.

#### **Proposal**

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

All finalists are entitled to a last chance final. There will be 12 drivers in each final 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 of 1 or 2 rounds is calculated.

Only at FINAL A: 240 seconds (4 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.

## Remarks

This will give all drivers, even on the lower level, an equal chance for the excitement and the chance to step up the ladder to the next final. Adjusting the number of drivers in each final also makes it more simple and all heats will still have 12 cars and the A-final 13 cars. This also introduces more racing time for the drivers, instead of practice time, without affecting the race schedule.

**Proposed by: AKK, Vihavainen Mia**

**Proposal Status:**

**Seconded by: FEPR**

**The proposal:**

**Amended by BRCA**

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

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73-84 -> G-final

All finalists are entitled to a last chance final. There will be 13 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 of 1 or 2 rounds is calculated.

Only at FINAL A: 240 seconds (4 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.

### **Proposal Status:**

**Seconded by: FEPR**

**The proposal: o Passed with 1 abstentions.**

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### **Current Rule**

2.7.4.

FINALS 12 fastest drivers will qualify for A-final.  
Drivers placed from 13 to 25 will be placed to B-final.

1-12 -> A-final  
13-25 -> B-final  
26-37 -> C-final  
38-49 -> D-final  
50-61 -> E-final  
62-73 -> F-final  
74-85 -> G-final

Finals will start with the last chance final for drivers qualified to B final.

All finalists entitled to a practice final except those at the B final that run the last chance final .

There will be 13 drivers and the fastest will bump up to A-final, 12th position on the grid. 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 of 1 or 2 rounds is calculated.

Only at FINAL A: 240 seconds (4 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.

## **Proposal**

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Drivers placed from 13 to 25 will be placed to B-final.

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Only at FINAL A: 240 seconds (4 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.



## Remarks

Having one final counted out of two will result in a situation where if the track conditions change one of the finals will have a huge advantage as ties are broken through laps/time. Additionally, it will promote very high risk driving as you only need one good result. Both of these things will result in worse racing culture and possibly unfair situations to decide the win.

**Proposed by: AKK, Vihavainen Mia**

**Proposal Status:**

**Seconded by: SRCCA**

**The proposal:**

**o Rejected with 3 for, 5 against**

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## Current Rule

2.7.4.

FINALS 12 fastest drivers will qualify for A-final.  
Drivers placed from 13 to 25 will be placed to B-final.

1-12 -> A-final

13-25 -> B-final

26-37 -> C-final

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Only at FINAL A: 240 seconds (4 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.

## **Proposal**

FINALS 12 fastest drivers will qualify for A-final.

Drivers placed from 13 to 25 will be placed to B-final.

1-12 -> A-final

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Finals will start with the last chance final for drivers qualified to B final.

All finalists entitled to a practice final except those at the B final that run the last chance final.

There will be 13 drivers and the fastest will bump up to A-final, 12th position on the grid.

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.

## **Remarks**

5 minutes is an even amount of time and makes more sense when said in broadcast for the viewer. It does not affect the schedule massively in either direction nor the amount of time to fix the car but it's a visual change that will be easier to follow.

**Proposed by: AKK, Vihavainen Mia**

**Proposal Status:**

**Seconded by: FEPR**

**The proposal: o Passed Unanimously**

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**The rule is new:**

3.5.

OTHER TRACK SPECIFICATIONS

**Proposal**

Tracks must ensure that the driver numbers displayed on the rostrum positions directly correspond to , and are placed above , the corresponding mechanic positions in the pit lane .

**Remarks**

There have been ongoing issues regarding the proper placement of mechanics and drivers , particularly with mechanics standing in the correct positions relative to the drivers . This rule is intended to clarify and standardise the positioning , ensuring that each mechanic is easily identifiable and positioned directly below their respective driver .

**Proposed by: BRCA, Rumble Mark**

**Proposal Status:**

**Seconded by: ÖFMAV**

**The proposal:  
Amended RCMS, Carlos Gomez**

Tracks must ensure that the driver numbers displayed on the rostrum positions directly correspond to, and are placed above, the corresponding mechanic positions in the pit lane. In the event of an offset of the positions for the mechanics than the design of the pitlane must start from centre position where possible.

**Seconded by: SBF**

**The proposal: o Passed Unanimously**

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**Current Rule**

3.5.2.

All refuelling, repairing, or servicing of cars must be accomplished with the vehicle fully behind the barrier between the pit lane and the working pit area, and not in or over the pit

lane. Cars may be placed on top of the pit wall for servicing provided the wall has been designed so that the car is secure and stable.

### **Proposal**

All refuelling, repairing, or servicing of cars must be accomplished with the vehicle fully behind the barrier between the pit lane and the working pit area, and not in or over the pit lane. Cars may be placed on top of the pit wall for servicing provided the wall has been designed so that the car is secure and stable **with enough height to allow other cars pass by the pit lane safely.**

### **Remarks**

Obviously, safety becomes first.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

### **Proposal Status:**

**Seconded by: SBF**

**The proposal**

**o Amended by SRCCA**

**Seconded by: BRCA**

All refuelling, repairing, or servicing of cars must be accomplished with the vehicle fully behind the barrier between the pit lane and the working pit area, and not in or over the pit lane. Cars may be placed on top of the pit wall for **refuelling** provided the wall has been designed so that the car is secure and stable **with sufficient height to allow other cars to pass in the pit lane safely.**

**The proposal: o Passed Unanimously**

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### **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.

For all finals & qualifying, drivers with the lowest starting numbers may choose their position on the rostrum (at qualifying to be chosen only 1 time previously to its start) and the mechanics must stand under the driver where this is possible or in the same order.

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.

	A	B	
Final	Not Raced	Not Raced	↑ Ranking Qualification
....	Not Raced	Not Raced	
Sub Final N	Raced and void	Not Raced	
Sub Final N-1	Raced	Raced	↑ Ranking Sub finals
....	Raced	Raced	
Sub Final N-x	Raced	Raced	

Parc Ferme:

All cars of the the first semi-final will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released at the same time.

Delayed Start:

As long as the starter has not called the cars to the start line (30 seconds to the start call), every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay has to start last from the startgrid (11th or 13th position). At the Chart, the one raced and void must be the A side, first column (we always race A first).

## Proposal

### 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.

	A	B	
Final	Not Raced	Not Raced	↑ Ranking Qualification
....	Not Raced	Not Raced	
Sub Final N	Raced and void	Not Raced	
Sub Final N-1	Raced	Raced	↑ Ranking Sub finals
....	Raced	Raced	
Sub Final N-x	Raced	Raced	

Parc Ferme:

All cars of the first semi-final will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released at the same time.

Delayed Start:

As long as the starter has not called the cars to the start line (30 seconds to the start call),

every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi-final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay must start last from the start grid (11th or 13th position). At the Chart, the one raced and void must be the A side, first column (we always race A first).

**Remarks**

Current inconsistencies in driver positioning on the rostrum can lead to confusion. This rule change aims to provide clear guidelines for drivers and ensure that the referee can effectively manage and oversee the driver positions.

**Proposed by: BRCA, Rumble Mark**

**Proposal Status:**

**Seconded by: SRCCA**

**The proposal: o Passed with 5 for, 2 against and 1 abstention.**

**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.

For all finals & qualifying, drivers with the lowest starting numbers may choose their position on the rostrum (at qualifying to be chosen only 1 time previously to its start) and the mechanics must stand under the driver where this is possible or in the same order.

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.

	<b>A</b>	<b>B</b>	
Final	Not Raced	Not Raced	↑ Ranking Qualification
....	Not Raced	Not Raced	
Sub Final N	Raced and void	Not Raced	
Sub Final N-1	Raced	Raced	↑ Ranking Sub finals
....	Raced	Raced	
Sub Final N-x	Raced	Raced	

Parc Ferme:

All cars of the the first semi-final will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released at the same time.

### Delayed Start:

As long as the starter has not called the cars to the start line (30 seconds to the start call), every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay has to start last from the startgrid (11th or 13th position). At the Chart, the one raced and void must be the A side, first column (we always race A first).

## Proposal

### 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.

For all finals & qualifying, drivers with the lowest starting numbers may choose their position on the rostrum (at qualifying to be chosen only 1 time previously to its start) and the mechanics must stand under the driver where this is possible or in the same order.

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Final	Not Raced	Not Raced	↑ Ranking Qualification
....	Not Raced	Not Raced	
Sub Final N	Raced and void	Not Raced	
Sub Final N-1	Raced	Raced	↑ Ranking Sub finals
....	Raced	Raced	
Sub Final N-x	Raced	Raced	

### Parc Ferme:

All cars of both **semi-finals** will be impounded in parc ferme .

All cars of both semi-finals will be released at the same time , **first the LCQ contenders and afterwards the Main final ones.**

### Delayed Start:

As long as the starter has not called the cars to the start line (30 seconds to the start call), every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi-final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay must start last from the start grid (11th or 13th position). At the Chart, the one raced and void must be the A side, first column (we always race A first).

## Remarks

Really both semifinals are always impounded, not only the first one.

This one it is more clear and it is more clear how to release free the 24 cars, first 12 and then the other 12.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

## **Proposal Status:**

**Seconded by: BRCA**

**The proposal: o Passed Unanimously**

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## **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. One car may be run by the event organisers for a maximum of 20 minutes, to prove the suitability of the new lay-out.

## **Proposal**

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. One car may be run by the event organisers , **not by a registered entrant to the event**, for a maximum of **30** minutes, to prove the suitability of the new lay-out.

## **Remarks**

If it is not a racer, which we should try to control, we can make it 30 mins.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

## **Proposal Status:**

**withdrawn**

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## **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. One car may be run by the event organisers for a maximum of 20 minutes, to prove the suitability of the new lay-out.



## Proposal

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 cannot 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

This suggestion aims to provide track organisers with a reasonable amount of time to test the track while preventing competitors from gaining an unfair advantage by using this validation period. The inclusion of a penalty for violations serves to clearly outline the consequences and enforce compliance.

**Proposed by: BRCA, Rumble Mark**

**Proposal Status:**

**Seconded by: SBF**

**The proposal: o Passed Unanimously**

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## Current Rule

4.2.

For Electric 1/8th all finals will use a "Le Mans" or "F1" type grid start, with a minimum of 3 meter alternating intervals with two rows of cars. Cars must be placed forward facing to their markerline or start box.

If F1 start is used, then the Top Qualifier shall choose if the first car on the grid shall start on either left or right side and shall be used for all finals.

## Proposal

For Electric 1/8th all finals will use a "Le Mans" or "F1" type grid start, with a minimum of 3 meter alternating intervals with two rows of cars. Cars must be placed forward facing to their markerline or start box.

**For 1/8th Nitro all finals use normally a "Le Mans" type grid start with a minimum 3 meters interval, cars inside the designated box or drawing.**

If F1 start is used, then the Top Qualifier shall choose if the first car on the grid shall start on either left or right side and shall be used for all finals.

## Remarks

Not clear the minimum distance on the Le Mans grid at nitro races.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: BRCA**

**The proposal: o Passed Unanimously**

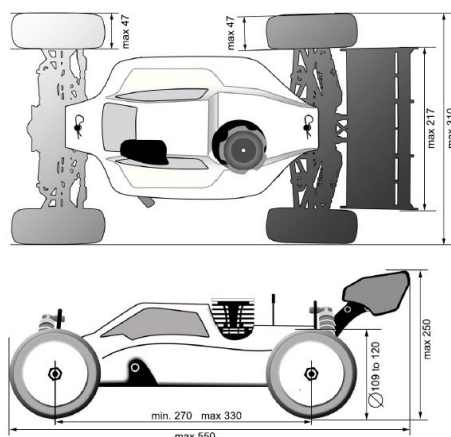
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## **Current Rule**

5.1.

### **GENERAL DIMENSIONS:**

- a) Overall length 550 mm maximum
- b) Overall width 310 mm maximum at any point of suspension travel
- c) Wheelbase 270 - 330 mm.
- d) Overall height measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).
- e) Minimum weight is 3.200 kg for 4 WD.
- f) No other function than steering and throttle/brake are allowed to be operated with the Radio Control by the driver. Any other electronic system placed in the car different than the personal transponder and a possible switch on-off is not allowed with the sole exception for the Electric cars of its Motor, the Speedo and Fans.
- g) Wheel overall diameter must be between 109 and 120 mm. Wheel overall width 47 mm. maximum
- h) Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high quality board. The materials will be of suitable thickness to eliminate any distortion.
- i) The front of the vehicle chassis must be equipped with a plastic bumper (no metal at all) in such a manner that it will minimise damage in the case of it entering into contact with other participants, marshalls or any person.  
The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.



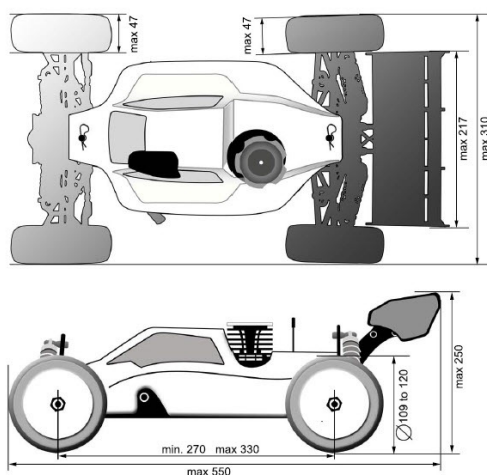
## **Proposal**

### **GENERAL DIMENSIONS:**

- a) Overall length 550 mm maximum

- b) Overall width 310 mm maximum at any point of suspension travel
- c) Wheelbase 270 - 330 mm.
- d) Overall height measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).
- e) Minimum weight is 3.200 kg for 4 WD.
- f) No other function than steering and throttle/brake are allowed to be operated with the Radio Control by the driver. Any other electronic system placed in the car different than the personal transponder and a possible switch on-off is not allowed with the sole exception for the Electric cars of its Motor, the Speedo and Fans.
- g) Wheel overall diameter must be between 109 and 120 mm. Wheel overall width 47 mm. maximum
- h) Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high quality board. The materials will be of suitable thickness to eliminate any distortion.
- i) The front of the vehicle chassis must be equipped with a plastic bumper (no metal at all) in such a manner that it will minimise damage in the case of it entering into contact with other participants, marshals or any person.  
The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.

If a front nose protection is installed on the buggy, it must be made from a flexible material that has all edges rounded off.



## Remarks

By front nose we are referring to the differential case front protection or aerodynamic aid there ( I do not consider it as a wing itself).

We don't want those made on 3D breakable plastic or Carbon fibre.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: SRCCA**

**The proposal: o 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. 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, no use of tyre additives are allowed at all.

## **Proposal**

### **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 at the end of all the race phases.** 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, no use of tyre additives are allowed at all.

## **Remarks**

Because the wheel, no matter the usage, has to be that exact sizes.

**Proposed by: AMSCI, Geraci Vito**

**Proposal Status:**

**Seconded by: FEPPA**

**The proposal:**

**Amended by BRCA**

**Seconded by: SBF**

### **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 the Semi and Main Final 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, no use of tyre additives are allowed at all.

**The proposal: o Passed Unanimously**

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### **Current Rule**

5.8.1.

#### **MOTORS:**

Can: Maximum overall length is 77.00 mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Motor mounting holes must be on 1.00- inch (25.40mm) centres. Stator: Motor stator maximum outside diameter is 39 mm.

Rotor: External shaft diameter shall be 5mm with a maximum 12-slot stator.

### **Proposal**

#### **MOTORS:**

Can: Maximum overall length is 77.00 mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. **Can maximum diameter to be 43.20 mm including tolerances.**

Motor mounting holes must be on 1.00- inch (25.40mm) centres.

Rotor: External shaft diameter shall be 5mm with a maximum 12-slot stator.

### **Remarks**

To measure the stator is nearly impossible, so it is better to define the maximum size of the can, much easier to measure.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: ÖFMAV**

**The proposal: o Passed Unanimously**

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### **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.**

**All Rules concerning:- Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.5.8.3**

## **Proposal**

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.

**For batteries with nominal voltage of 7.4v the maximum charging cut-off voltage is 4.20v per. cell in series (16.80v for 4S) for batteries. For batteries with nominal voltage of 7.6v the maximum charging cut-off voltage is 4.35v per. cell in series (17.40v for 4S).**

**Organisers can check this voltage at any time during the event.**

**All Rules concerning:- Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.5.8.3**

## **Remarks**

LiPo technology has evolved and there is no reason for EFRA to stay behind on this development. Majority of batteries on the market are already classified as HV with nominal voltage of 7.6V. As per some testing, undercharging these HV batteries is actually a bigger risk than charging them up to the suggested 4.35V. Now would be a great time to jump up to this new level of technology officially.

**Proposed by: AKK, Vihavainen Mia**

**Proposal Status:**

**Not Seconded**

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**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.

All Rules concerning:- Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.5.8.3

### **Proposal**

**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) **or**. 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/LiHV** 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/**LiHV** batteries and of a suitable construction as to contain a **LiPo/LiHV** fire.

The maximum charging cut-off voltage is 4.20v per cell in series (16.80v for **4S LiPo**) and **4.35v per cell in series (17.40v for 4S LiHv)**. Organisers can check this voltage at any time during the event.

All Rules concerning: - Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.5.8.3

### **Remarks**

Remove reference to LiFe batteries, since these are not used at competition levels. Higher current of the LiHV helps using the capacity of the batteries better, gives more runtime and protects the batteries from damage. LiHV is available already since a couple of years and has been safely used in competitions throughout Europe. The higher voltage technically provides more power and performance, which in offroad competition is not useable and does not form any kind of advantage other than saving the batteries from possible damage.

**Proposed by: SRCCA, Frattaroli Andres**

## **Proposal Status:**

**Seconded by: FEPR**

**The proposal: Passed with 5 for, 1 against and 1 abstention.**

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## **Current Rule**

5.8.5.

### **SPECIAL ELECTRIC SAFETY RULES**

At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be protected by the chassis or body.  
Maximum voltage before any run 16:80 v before the start of the run.

## **Proposal**

### **SPECIAL ELECTRIC SAFETY RULES**

At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries must be protected by the chassis or body.  
Maximum battery voltage must be 17.4V before the start of the run.

## **Remarks**

LiPo technology has evolved and there is no reason for EFRA to stay behind on this development. Majority of batteries on the market are already classified as HV with nominal voltage of 7.6V. As per some testing, undercharging these HV batteries is a bigger risk than charging them up to the suggested 4.35V. Now would be a great time to jump up to this new level of technology officially.

**Proposed by: AKK, Vihavainen Mia**

## **Proposal Status:**

**Seconded by: 0 Not Seconded**

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## **Current Rule**

5.8.5.

### **SPECIAL ELECTRIC SAFETY RULES**

At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be protected by the chassis or body.  
Maximum voltage before any run 16:80 v before the start of the run.

## **Proposal**



## SPECIAL ELECTRIC SAFETY RULES

At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries must be protected by the chassis or body.

Maximum battery voltage must be **16.80v for LiPo and 17.4v for LiHV** before the start of the run.

### Remarks

adapt to actual technical progress and safer battery use

**Proposed by: SRCCA, Frattaroli Andres**

**Proposal Status:**

**Seconded by: FEPR**

**The proposal: o Passed Unanimously**

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### Current Rule

7.

#### TROPHIES

The organizer must furnish, at least, the following trophies for the prize giving ceremony:

- Appropriate trophy for positions 1-2-3 at the 4 standard classifications, Absolute final, Female results, under 17 final and over 40 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 5 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

#### TROPHIES

The organizer must furnish, at least, the following trophies for the prize giving ceremony:

- Appropriate trophy for positions 1-2-3 at the 4 standard classifications, Absolute final, Female results, 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 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

## Remarks

to clarify and make it slightly less complicated.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: BRCA**

**The proposal:**

**Amended by BRCA**

**Seconded by: ÖFMAV**

## TROPHIES

The organizer 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 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

**The proposal: o Passed Unanimously**

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## 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:

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  
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  
3 3 3 3 3 3 3 3 3  
2 2 2 2 2 2 2 2 2

1 for places greater than 140

### Proposal

#### 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 present will have a value of a 25 % .

#### 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  
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  
3 3 3 3 3 3 3 3 3  
2 2 2 2 2 2 2 2 2

1 for places greater than 140

**Remarks**

To clarify. To take out reference to GPs. To make it specific weight value, obviously a title obtained 3 years ago has less value than the one obtained the last year.

**Proposed by: RCMS, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: FEPR**

**The proposal: o Passed Unanimously**

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**8. ELECTION OF SECTION CHAIRMAN**

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

He was re-elected unanimously.

**9. ANY OTHER BUSINESS**

Designated Tyre: Next year not only Masters 40+ but also EC-B will be on designated tyres.

The Floor considered that there is no need of Truggy Rules at the moment.

Fuel for the 2025 HNMC Masters 40+ will be 16%. There will be fuel for sale at the track.

Finally it was discussed the matter of the EFRA Referee Room at IFMAR events.

#### **10. ITEMS FOR GENERAL DISCUSSION.**

The Section Chairman thanked all participants for a constructive meeting, and being no further business, the meeting was closed at 18:58.