

# Eurotrial meeting 12.11.2022



## 1. Greeting of the Nations

## 2. Looking back to this year's Eurotrial

General numbers from Slovakia

85 cars entered less numbers than expected

70,000 euro income, 1500 euro loss,

The insurance Slovakia had didn't cover then robbery of the German camp

4500 kw electric used 10 electric junction boxes

30 toilets in depo and camp and 10 toilets in the race area

12 showers

2500 sticks used to build sections, 300 rolls of tape

47 marshalls during the races

8 people organized the race and camp area etc over the 2 weeks prior

10 people helped to organize the area, 20 radios, 16 fire extinguishers, 1 per section, 6 recovery vehicles to remove cars from sections

### **Comments from other countries**

**San Marino** - good location, and facilities, very nice sections

**Italy** - very well laid out for people to watch the race, very good tough and enjoyable sections, the food was good, 1 negative point the technical inspection was carried out by the drivers of Slovakia and not someone separate, some sections were small, and some gates were the same for 2 different categories which means that some gates maybe to easy or to difficult, but that all said it was one of the best races.

**Switzerland** – very good ET

**Germany** – The electricity would cut out, Parc Ferme was not guarded very well, and was not guarded or closed over night. Response from Slovakia, they had employed security but he didn't do his job properly. The score cards needed to be thicker, as they were not great when they got wet.

**Finland** – very well organised, everything was clean, the electricity was not very good and rescue of cars was slow, the tracks were changed on the section to get cars out, food service was slow, some sticks were not fixed properly, starting number and colour on one side, but the drivers would like if the colours could be on the other side of the gate as well?

**Hannu made comment** - There was pictures of people driving the cars in shorts and tshirts?

**Wales** – no team

**England** – really well organized, information was available, toilets and showers food all good, camp no problem with electricity, parade was good, race area well planned and organized, the speaker on the microphone was great, and informative, no bad points

**Bulgaria** – first eurotrial, very well organized, and really enjoyed the entire event,

**Sweden** – extremely pleased, no complaints except – language barrier, all signs written in Slovakia, not much in English, like the menus, and the marshalls didn't all speak English, so made a few things a little difficult,

Overall very well organized, and a big thankyou to Roberto and Slovakia

## 3. Technical discussion

**Several issues from 2022**

## Standard

### Timo Germany

*Standard: It should be allowed to install a torque arm. It brings no sporting advantage and protects the leaf springs enormously.*

***Brynjar - This rule is already in place for modified, the leaf springs are becoming a lot more expensive, they give no advantage other than to allow the car to last a little longer and save money***

***An extra stick to be added to stop the compression of the leaf spring,***

***Vote –***

***Yes - slovakia, england, norway, germany, switzerland, wales***

***Vote agreed to allow the stick to be added to protect the leaf spring***

### Hannu Finland

In standard class, convertible chassis can change to car if it belong to same model series originally and it meet's originally convertible by structure.

***No rule change, after discussion, leave and make no changes***

### **Modified**

#### Lasse Sweden

Floor in Modified

***As the rule says today – the floor meaning is that the floor in the passenger area should be the same as standard, - the floor inside the car in the passenger area in front of the B bar, can only be modified for tubes and wiring, the floor behind the b bar can be modified slightly.***

***Result confirmed the floor in front of the B bar (inside the passenger area) must remain in tact. Wording to be amended in the rules to reflect.***

#### Hannu Finland

Modified rules, biggest problem in technical rules, example body mounts in Italian Suzuki Jimny. And all old Suzuki wheel arches and firewalls... Lasse has pics what I forward to him.

In Modified frame can modifies same length as chassis

***Outcome - No cross members are permitted to be removed unless they are bolted, no modification to the chassis rails they must be as original, for example, if its originally curved/bent/shaped, they must be in the same shape,***

***Lasse to amend the rule to allow for gearbox/engine change on the suzukis where the cross member needs to be adjusted to fit the new gearbox/engine***

## Timo Germany

### Thema 1:

Modified: Air Schocks should be permitted. They're cheaper than Coil Overs and performed worse, therefore there is no technical reason to forbid them

**Brynjar – this discussion has been had several times, due to the simplicity of installing air shocks, it removes the substantial coil overs, and changes the car, this has been ruled out previously, Air shocks and coil overs are 2 very defining points in the class change from modified to pro-modi**

**Rules for modified cannot be changed until 2024, so this will be another point for discussion in the future,**

## Switzerland Sam Gähwiler

Hydro assist steering in class Modified

**LASSE - The rule states the steering must have a conventional mechanical connection, this is down to the builder of the car to fit what other parts will operate the steering, the rule stays the same, Hydro assist is not forbidden, but the rules do not need to state what the driver can and cant do, they must understand the rules themselves. Technical team, Lasse, Peter and Brynjar are available should drivers have any questions.**

## From Truls / Norway

Regarding swapping from leaf springs to spirals. Keeping the wheelbase and also the position of the axels. There is a possibility to position the front and rear axel forward/rearwards and still keep the wheelbase for the model.

**Lasse – the axles must be kept within 1% of the original position, to be added as adjustment to the rule,**

## **Promodified**

### Peter Brynjar Lasse

Promodified Rule 3.7.2.2 needs to be re worded to state ridged material or steel tube etc etc

Lasse brynjar and myself have discussed this point already and have agreed

The discussion to remain on going between Lasse, Brynjar and Peter, as to how to put the information into the rules with descriptions,

Rules to be updated before chrsitmas with exact dimensions/pictures of how much the body should be as a minimum.

The materials must not be bendable or see-through

## Timo Germany

**In general, the drive type "electric" should be allowed and included in the regulations, since only petrol and diesel are permitted as "fuel" so far. Only one motor should be allowed.**

1. *All team leaders to find out if electric vehicles are permitted to off road in competitions in home countries,*
2. *if the answers are yes we can work on compiling rules to start to allow electric vehicles, in the future, but currently they are NOT permitted*
3. *we will need to look at the development of batteries and the way we extinguish the fires, and also trained people to deal with electric fires etc.*

Any other technical questions -

**Additional point raised by Italy** – Original class is becoming more difficult to comply with, as the body parts are getting more and more expensive, and the cars are running out, and people don't want to comply to such a strict rule when it's so expensive.

Hannu - Also to fit a 6 point roll cage into these newer original class cars, is very difficult and changes the car from original,

*How do we promote original class, to encourage more drivers?*

One more point – wording for the kill switch/circuit breaker rule to be adjusted to include to kill the power to the engine, not necessarily to cut all power, as some cars now have electronic gearboxes, ECUs etc.

*Italian team have said they don't feel arm straps are good enough protection, and that window nets should be preferred,*

#### **4. General Terms**

##### **Miroslav Slovakia**

as discussed during ET in Slovakia, Slovak team would like to clarify, discuss, update all driving rules in section. We would like to see specific cases written in the rules so there is no space for wrong misreading of the rules and correct penalty points.

Is it possible to create a video for marshalls, to explain correctly a passed gate, broken gate etc?

The rules are not clear on how many penalty points for how many times, touch and then broken gate

*Pia and Lasse explained and demonstrated passed gate, and the penalty points, all team leaders agreed they were happy and understood the demonstration.*

##### **Lasse Sweden**

Part 4 overall discussion. Gates penalty ...

4.1 remove the sentence from the section for pro modified sections,

4.2.2 to add - colours to be on both sides of the gates

4.2.3 Remove

4.5.9 the rule needs to be changed

Vote – to change the rule must state both front wheels need to pass the gate, to prove you have entered the gate correctly, agreed by,

Slovakia, Bulgaria, Norway, England, wales, San Marino, Switzerland, Finland, Germany, Italy

4.5.9 The sticks and the imaginary line between the 2 sticks form the gate, and the gate sticks are also part of the gate.

4.7.7 a, remove

#### **From Brynjar / Norway**

These are the questions I mentioned on the committee fb-page:

**1:**

You are not allowed to enter or drive a gate you have already driven/closed.

How about touching the stick of a gate you've already driven/closed, does that count as an attempt to drive the gate or just a touched stick.

We should specify in the rules that you *cannot* touch a stick for a previously passed gate.

*4.3.4 Passed gates must not be entered or driven through again (neither forward nor backwards).*

*The gate is measured as an imaginary line **\*\*between\*\*** the two posts. If a passed gate is entered again,*

*even with just a part of the vehicle, then, the section is terminated immediately and scored as not completed.*

**2:**

We need to address point 4.5.2, section 5 of the rules.

#### **Hannu Finland**

Width of gates - 3,00 – 5,00 m (measured horizontal), measured where? If sticks are 3 m width in ground in sloping ground top of sticks it's mostly not.

Park Ferme rule, in Slovakia race that was also quite many manners to follow it, and ET organization didn't get involved it even written rules.

Drivers rules, if there is local rules, they have to be written in office wall and have to be same to all, in Slovakia was mentioned that to Parc Ferme ONLY by driving, but still some car's carried there with tractor and they get points?

Driving clothing? Is there specific rule that can drive in t-shirt etc.? Finnish drivers didn't know it.

*No one was aware of people driving in shirts an dtshirts, evidence of pictures to be provided.*

In point 4.7.5. says running down gate post is 25, ok, if you once brake it then take many times forward backward it still one time 25 point, UNLESS you didn't as a driver stop time and ask it put it back and time again and you break it again then it's second 25 points and etc. Is this right?

Also in 4.7.2. I don't fully understand last sentence last part " a further touch counts", there is so many different translations to further word in finnish and no one didn't match for this in my mind.

Suggestions:Hannu

Marking gates in both side and driver side with longer colour band and there has to be x amount free space around the gat stick.

In technical problems, there have to be at least 2 person of ET committee person in volved when desicision made.

4.2.3 has been used to dismiss it for as long as I can remember but having a point to reverse another makes no sense..

ParPa

#### **4.5 Driving regulations**

4.5.1 The vehicle must drive forward into the sections. All gates and sections have to be driven in forward direction from the start of a section to the end. Each gate can be passed forward only one time.

4.5.2 If there are different gates/sectors for the several classes, it is only allowed to use gates / sectors of the relevant class. An Exception to this is Point 4.2.3.

If a gate /sector of another class is passed partially or a gate/sector of another class is touched the section is immediately terminated and scored as not completed.

#### **UK point**

*UK team must be changed to individual driver, and remove AWDC, as per email received from MSUK.*

#### **6. committee Eurotrial**

#### **8. Future Eurotrial 2023-2027**

**2023 Italy**

**2024 Germany**

**FINLAND 2025**

**NORWAY 2026**

**THEN POSSIBLY BULGARIA 2027**

## **9. Elections**

<b><i>President</i></b>	<b><i>Pia Hossli</i></b>	<b><i>Switzerland</i></b>	<b><i>next 4 years</i></b>	<b><i>2023</i></b>
Technical chef	Lasse Larson	Sweden	next 4 years	2023
Technical Assistant	Skelcher Peter	UK	next 2 years	2024
Technical Assistant	Eriksen Brynjar	Norway	next 2 years	2024
Secretary	Skelcher Helen	England	next 2 Years	2024
Cashier	Roberto Cevenini	Italy	next 2 Years	2024
Homepage	Vitaly Semenov	Russia	next 2 Years	2024
PR Manager	Piana Francesco	Italy	next 2 Years	2024

## **Revotes,**

New are voted Helen Skelcher from England as a Secretary and Francesco Piana from Italy as a PR Manager

## **11. Presentation Italy**

Presentation made by Italian team leaders sponsors and town Mayor,  
All tram leaders looking forward to the ET,  
Presentation from Italy to be sent out to team leaders,

2 important notes from Italy

**Window nets MUST be used in eurotrial 2023, not arm straps.** must be maximum of 50x50x3

Drivers must be over 18, unless you have a legal driving license for your home country and must be able to provide proof of license