

Eurotrial meeting 3.-5. November 2023



1. Greeting of the Nations

Switzerland
England
Wales
Germany
Austria
Norway
Cyprus
Czech
Slovakia
San Marino
Italy
Finland

2. Looking back to this year's Eurotrial

Feedback from the countries on eurotrial Italy,

Finland – area was nice, toilets an issue,

San Marino – excellent race

Slovakia – Message from Roberto, happy to have event in Italy but not happy with the organization, and there should be rules, about what needs to be included when organizing the event, rules in the sections and sections changing trees were being cut and the section was changing through the day for different drivers,

Czech – thankyou to Italy the place was beautiful, sections were nice, organization of the camp area was not so good,

Norway – sections were ok, camping was a disaster, when people enter the entry form states, toilets, electric, etc, this is written agreement between the organization and the drivers that they will have these items when the arrive as that is what the agreed and paid for,

Sweden – lars was pleased he won, but no complaints from Sweden, but complaint from Lasse, norwegian driver was stopped as he could not drive due to his age, however this was discussed in the previous year, we were in Italy one of the greatest countries for food and drink yet there was nothing available,

Pia - race was great, problems with the camping, the next nation can only do better,

Peter – there was cheating from Italy, and as the home nation, its not acceptable

Austria – the race was good but we couldn't get in the camp area

Switzerland - race was good, but going forward if there is a problem with the organization, please let the team leaders know

Germany – the race tracks were great, maybe could have more gates, the price is a lot, so more gates would be nice, I am not going to complain about camping as we already discussed this many times,

Wales – one driver had no complaints other than the camping not being great enjoyed the race

England – camping area poor organization, toilets, showers, rubbish, questionable security on parc ferme, should have had water at the race area, should have been toilets and shade in race area, service area very small, no parade, technical inspection went well, good reasonable recovery, as

poor as the organization was the et committee should of known, overall the worst ET I have ever been (lee),

Response from Italy –

Chicco – we want to apologize one more time for poor organization, unfortunately when you divide the organization, you have to trust they are all doing there best, its not possible for 1 person to do it all, we did not know before the event that the organization wasn't done correctly, the people we had doing the planning are normally very good, and experts so we are disappointed that it was possible to be so bad, our biggest problem was that we had to change location nd this caused problem with organization,

NO FINANCIAL REPORT AVAILABLE FROM ITALY OR NUMBERS, FIGURES ETC, HOWEVER CONFIRMED 105 ENTRIES TO THE COMPETITION

Lee England

A lot of points from England about Organization

Sergio Spain

For the rest, if you can and have the opportunity, I want you to publicly say thank you on my behalf to Chico and Roberto for the effort they made to carry out the competition with all the problems they had.

Thank you for your work.

Kaloyan Bulgaria

I just wanted to express my support towards Sergio opinion in regards with the starting fee and the facilities needed as a must in order to organize the competition.

I think there must be a list (approved by everyone) to which organizers should look at and maybe give a feedback to the commission at least a month in advance before the competition.

Also the point with the marshalls awareness with the rules. I think it will be easier if there is an official 'Marshal Guide' made outside of the big list with rules. A separate guide/list for education of future marshals. This list could be revised on an annual basis.

The point of tyre regulation. I do agree with Brynjar - the sport and industry is evolving and we need to catch up with it. This regulation wont change significantly the performance and it will give room for improvement.And finally I want to wish you all the best time at this meeting, I am pretty sure some will have a wild one 😊

3. Technical discussion

Several issues from 2023

Original

Timo Germany

Fahrzeugabnahme Klasse Original:

In den letzten Jahren immer schlechter. Fahrzeuge mit nicht regelkonformen Umbauten durften fahren. Höherlegungen, Unterfahrschutz usw. wurden zugelassen

Beispiel (Italien) Unterfahrschutz



Lars, response the rule states optional, but it shouldn't say optional if original?

Undersheid is optional, does it mean its allowed?

Rule change for original and standard class, to -

Undersheild can be fitted to protect engine and gearbox only, size from inside the frame rail – frame rail and from radiator to end of gearbox, unless original parts fitted,

Standard

Brynjar Norway

3.5.5.2 *Parking brake/emergency brake*

If the parking brake is mounted on the transferbox, no changes are allowed.

Suggestet change:

Allow all drumbrakes (incl. parking brake) to be replaced with disks to secure better funktion!

Rule change to –

3.5.5.2, to remove – `no changes are allowed` and to add comment `modify to disc brakes is permitted`

Modified

Italy

Moreover, on the next ET Meeting in Germany we will propose these topics on the discussion:

- 1.Modified M: introducing more upgrades for IFS cars (chicco to send pictures to technical and speak to relevant driver with more information)

No further movement of this at present

Truls Norway

Firewall, wheel archers. Footwells...

can we have a altering regarding the limit of firewall.

We see a lot of cars now who has altered the footwells to make room for bigger tyres.

Not only the sj Suzukis.....

Can we change the rule too that the firewall is from outer frame side to outer frame side.

We will allow the firewall to be cut

Rule 3.6.2.7 - will now state –

In addition, the floor can be cut 50mm back from the front wheel arch from the wing side to the outside of the frame rail, and the firewall must be rebuilt to be strong and functional

Vote results

14 for

1 against

1 non vote

And the emergency stop switch for all classes.

all must be placed at the same position regardless classes.

Covered further down

Hannu Finland

Technical regulation: in modified, opening wheel arches that now allowed 100 mm, regarding do you have to modify inner parts or sill. Most of old cars are like that, so it actually doesn't change much and give same possibility when build new car, and it doesn't mandate so much car mark and model.

Technical regulation: condition of roll cage, seat belts and locks and their mounting points.

Rule Roof under common rules to have the following line amended -

If the roof is attached with screws, you must weld mounting lugs to the rollcage, Mounting through the tube is forbidden.

3.5.2.9

Rule to be adjusted to -

Seat belt mounting points must be independent to the seat mounting points,

Seat belts must be attached using 7/16UNF or minimum M10 x1.5 fine thread if bolted,

3.4.9.2 Main circuit breaker

The main circuit breaker must be installed on the driver's side in front of the windshield. It must be reachable from the inside and from the outside. It must have a noticeably marked on/off position.

This has been spoken in Italy that breaker or operating wire should be left side of car, or in narrow cars middle. And suggestion from here was that it should have other breaker or wire in passenger area where both drivers can use it. Reason for that is that if example after some hit or etc. driver is unconscious, then co-driver can shut of car.

Rule to be changed to –

A main circuit breaker must be installed in front of the driver so that it is reachable from the inside and outside of the car, it must be clearly marked with a triangle to show the on/off position, a second breaker can be installed to achieve this,

Timo Germany

Freigabe von Air Shocks in Modified – bereits letztes Jahr vorgestellt. Coil Over Dämpfer sind erlaubt und Air Shocks verboten. Ausführliche Begründung siehe letztes Jahr → Macht keinen Sinn, da Air Shock dasselbe Montageprinzip hat, aber die kostengünstigerer/einfachere Variante ist. Air Shock mit Feder drum herum = Coil Over! Warum verboten? Hat keinen Vorteil gegenüber zugelassenen Coil Over Dämpfern

Air shocks are to be permitted in modified class

Promodified

Brynjar Norway

I got a suggestion regarding tire size in PM.

The 1000mm rule was made when 39" and 39.5" tires were the norm. Now it's 40"

Some 40" tires measure 1-5cm over the allowed meter resulting in fewer options.

Suggest we change the rule to 1050mm

Agree to Rule changed to 1050mm for PM

4. General Terms

Samuel Gähwiler, Switzerland

Situation:

Every year, after the Eurotrial Meeting in November, there are big discussions about technical changes in the regulations via WhatsApp and email. It takes too long to adjust the regulations.

Suggestion:

From now on, technical changes that are decided at the team leader meeting will be worked out immediately by the technical committee present in such a way that they are finally to be included in the regulations. A new vote will then take place on the corresponding change proposal from the technical commission.

If this is accepted, it will be included 1:1 in the regulations and recorded in the minutes.

If this is rejected, the technical commission has to revise the proposed change until it is accepted.

Advantages:

This is the only way to avoid endlessly long discussions after the team leader meeting.

The team leaders can immediately forward the innovations to their drivers.

The regulations are up-to-date without delay.

Disadvantages:

The team leader meeting takes a little longer.

There are breaks for the participants who are not in the technical commission.

Agreed rule changes discussed to be finalized at and during the meeting and then updated within 1-2 weeks, the meeting minutes to be published within 2 days of the meeting, and team leaders have 2 weeks to agree to the meeting minutes, and then the rules can be updated immediately

Italy -

- 2.New approach if car doesn't pass a gate

- 3. Different ET rules writing on Italian standard

4.2.1 – rule still states colour on one side of the gate, rule to be changed to say colour is to be on both sides of the gate, but number on driver side,

4.2.2 – join this rule in to 4.2.1

4.2.3 – remove rule

4.3.2 – remove the time limits and have the rule state it is down to the organizer to determine the time limit on the sections, but must be the same for all sections,

4.3.3 – remove rule

4.5.2 – remove rule

Marlon/Timo to provide information on how Germany score larger cars etc, and we use this system as a test in ET Germany, if its successful then to be adopted going forward in the eurotrial rules,

Truls Norway

In Italy we had a protest regarding an Italian car.

We discovered that the protest rules are worthless.....

My opinion is

Protest limit... 30 min after the score results are on the wall.

signed with time/date by race leader.

Not allowed to protest against a marshals decision.

Protest fee. 150 euro.

Min 3 persons, team leaders.

Written protests. signed with time/date inc fee. delivered within the protest time.

1.19 The latest a Protest can be submitted is within 30 mins of the announced official end of competition, regardless of line up, for example if sections close at 18.00, protest must be submitted by 18.30.

Remains 100 euro to raise protest,

Lee from England

Severity of sections was brought up. Sections were very rough on the cars (probably in all classes, but we only had PM & P). This is always difficult to judge as the organisers are trying to take points out of drivers like Lars, so it must be tough to achieve that. It does make it harder for others to compete though. In some ways, the way to make the field more competitive is to make the sections easier. This makes the scoring tighter and the emphasis on driving perfectly instead of just surviving. On a trial like Italy, a reverse 3 points didn't really matter. In an easier trial, that could be the difference between several cars

The committee have taken on board lee`s points, and it is for the organisers of each event to manage

Hannu Finland

Driving rule: when car roll over or visit in side and come back to wheels, are you allowed to continue or not?

Who will confirm that people and car is ok condition if they continue just driving?

Should it be always stop in that section?

4.7.2 Touch a gate = 5 penalty points

The touch of a gate post is valued with 5 penalty points. Not valued is the indirect touch, for example with stones, earth, branches, etc.... Multiple touches are allowed. If the direction is changed, a further touch counts.

-> last sentence means that if you go forward all time and front and rear tire touch stick, it's still ONLY 5 points until first time reversed?

4.7.2 Rule to be worded –

A touch of a gate scores 5 penalty points, a touch is a touch on any part of the vehicle, for example - if you touch a stick with your front tyre and then touch with your rear tyre then this is 2 touches,

If you touch with your front tyre, and then touch but run over with your rear tyre, this will be 1 touch and 1 broken gate. If you touch the stick with a tyre but the nobbles on the tyre cause several touches but is the same tyre, this is 1 touch

4.7.4 Touch of limitation band or limitation band stick = 5 penalty points.

The touch of limitation band or limitation band stick is valued with 5 penalty points. Not valued is the indirect touch, for example with stones, earth, branches, etc... Every touch counts.

-> "same" penalty points but different judgement, Why? Hard to remember for marshalls... Cause if it like this and you drive bending band and turn both end of car mostly touch to band different time and then it's 10 points even you drive forward all the time?

A touch of the limitation band is classed as a touch on each time you make contact with the band,

4.3. Width of gates: 3-5 meter measures in horizontal ->

this should measured also in car height. Good way oh thinking would be that if you have 3x3 cube, it have to be possible to drive to gate, thru to gate and out of gate. Sometimes gate it self is 3 m but half meter after gate has three or rock that space has only half of it, so car have to wreck that can go thru it.

We discussed however this is down to the event and course builders,

Valentina Czech

1. New category buggy czech would like a polaris/Kan-am class, they have asked germany if its possible for this class (marlon and timo to look if germany have old rules for these cars) so that we could maybe add in to our rules as ET, more information and research required for this,
2. Marshalls - It's nessery to have marshalls who really know rules! It's not possible to have those who have only short education. If there are not enough of them other countries can

help.

3. Think about simplifying the rules. They are much more complicated and complicated. That's one of the reasons why marshalls make mistakes.

On the bottom of entry forms to have a comment stating if you enter eurotrial,

Eurotrial operate a zero tolerance towards any disrespect or inappropriate behaviour towards all marshalls, members of the eurotrial committee, and organising team, If disrespect or inappropriate behaviour is found or reported this can result in disqualification from eurotrial.

Signed

Timo Germany

Mindestanzahl der Tore pro Sektion festlegen

In den letzten Jahren hat es sich eingebürgert nur noch 3 oder 4 Tore pro Sektion zu stecken. Der Fahrer erhält so „weniger Leistung“ bei gestiegenem Startgeld. Außerdem können Strafpunkte viel schwieriger wieder aufgeholt/gut gemacht werden, da ein Abbruch weniger „nicht gefahrene Tore“ nach sich zieht. Das beeinflusst die Wertung nachhaltig. Deutschland wird definitiv versuchen wieder 5 Tore pro Sektion zu stecken – wie es jahrelang Standard war! Bitte wieder zurück zu den Wurzeln

Vorschlag: mindestens 4 Tore pro Sektion im Regelwerk vorgeben

Rule to be changed –

4.3 – minimum of 4 gates per section, on the start sign must have the number of gates that are in that section.

Regelung Protestfrist überarbeiten, da nicht praktikabel → Beispiel Italien (Benjamin Weber)

Vorschlag: Protestfrist (30 min) beginnt nach offiziellem Veranstaltungsende

Lasse Sweden

1.

How and what there must be in the camping area. Toilets, water, other sanitary facility, electricity and so on.

And the fact that all participants MUST be told in good time if something won't will be fulfilled... (And I'm not talking about that there MUST be electricity, but that the participants must receive information if something is missing).

2.

Almost same as above, but in racing area.

Toilets, drinking water, food and similar.

3.

A little thing about lifting cars.

And which lifting devices, slings, chains and the like are used. This also involves lifting cars with the driver/codriver still in the car.

4.

My role at technical inspection. Before and under the race.

This year was not really good when Miquel sometimes went away, and I was alone in technical...

5.

The time from the entry deadline to the fact that the driver is approved to start and is not threatened with being disqualified during the competition.

We must have some kind of deadline when the driver KNOWS that he/she can drive.

6.

Licenses/insurance for drivers/codrivers/officials, audience and the like. We need to clear this up once and for all, so everyone knows what is at stake...

7.

Protests!!!!

Closing time if protest time.

Today the rules apply that you must make the protest within 30 minutes after the car stopped racing???

And should we accept technical protests on sunday evening, when people have been discussing errors with a car the whole weekend?

8.

Parc feme!!!

This eternal question of when, where, how, guards, when can we take the car out, and so on.

Time to set the rules in stone...

And some small things we talked about last meeting:

Drivers dinner on thursday instead of friday. What happened???

There is guaranteed to be a mountain of additional stuff, but as always, you don't remember them like this a little bit later...

Well, well... Shit happens...

Sergio -

In my opinion, I don't remember well but I think that on one occasion there was talk of putting a price cap on Eurotrial registration and if that is not the case, I think that a cap would be necessary, in my opinion a maximum of €300 with all the services from the Monday(Water, showers, electricity, etc.) and this amount should be lower if these facilities are not offered. The organizer must know this, if he cannot fulfill it, then he cannot be a Eurotrial organizer.

No cap at present

On the other hand, I think that the preparation of the marsals is very important, they have to know the most important Eurotrial rules, without this we will not be able to continue

boasting that it is one, or the best 4x4 Trial competition on the planet. I know this is complicated, but we must continue to insist on this aspect.

6. committee Eurotrial

8. Future Eurotrial 2024-2027

2024 Germany

2025 Finland

2026 Norway

2027 Then possibly Bulgaria or Switzerland

9. Elections

President	Pia Hossli	Switzerland	next 4 years	2027
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	2025
Secretary	Skelcher Helen	England	next 2 Years	2024
Cashier	Roberto Cevenini	Italy	next 2 Years	2024
Homepage	Vitaly Semenov	Cyprus	next 2 Years	2024
PR Manager	Piana Francesco	Italy	next 2 Years	2024

Pia Hossli revoted as president until 2027

Probably another Technical Assistant would be good?

1 more suggestions for technical assistants

Samuel Gähwiler voted as new assistant

11. Presentation Germany

Germany are to provide powerpoint presentation to show all of what is available many things not quite secured, however entry to be between 300 and 350 euro per entry, with a list of what will be included,