

Eurotrial meeting 15. – 17.11.2024



Minutes Eurotrial meeting 2024 // Finland

Date: 16. Nov, 2024; venue: Wiklund Hotel Turku; start & end: 9.30 – 18:30

Secretary as representative of Helen Skelcher: Marlon Lewandowsky

Participants:

Officials of Eurotrial board: Pia Hossli (President), Lasse Larson (technical chief), Roberto Cevenini (cashier), Brynjar Erikson (technical assistant), Sämy Gähwiler (technical assistant), Vitaly Semenov (Website), Francesco Piana (PR manager)

Nations: Norway, Finland, Cyprus, Wales, England, Czech Republic, Italy, San Marino, Austria, Switzerland, Germany

Votes: 11 Nations + 2 officials of Eurotrial board (Pia + Lasse) = 13 votes, in case of a tie the presidents vote counts twice

→ vote procedure must be part of the rulebook

1. Greeting of the Nations

President Pia Hossli welcomes all officials and nation representatives and thanked Finland for the invitation and organization of the meeting.

2. Looking back to this year's Eurotrial in Germany

Summary from organizers point of view (Marlon):

Thanks to all nations, participants, spectators, marshals and helpers to play a part in the Eurotrial. Large number of competitors was challenging for the organizer team. Organization was split into two sectors. 1 = infrastructure by two private persons (camp, tent, electricity, water, food court, recovery, showers, etc.) & 2 = competition by German trial association VDGV (sections, marshals, result evaluation, award ceremony).

Financial result:

1 = loss of ~ 20.000 € because of bad weather conditions. Less visitors, campers, parking taxes, food selling, party.

2 = profit of ~ 3.000 € only because of sponsor earnings and merchandise sale

Finnland:

Positive: Bad weather good for eurotrial spirit, camp size ok, toilets ok, electricity ok

Negative: No drinking water, not enough english speaking marshals, place of gates moved during the competition, no fuelling area on race area only at service area, dangerous gates because of bad weather conditions, recovery very slow, one way in race area not necessary, no place to wash the cars after race

England:

Positive: challenging and good hard sections

Negative: slow recovery, problem with electricity

Czech:

Positive: good organisation, good tracks

Negative: Slow recovery

Wales:

Positive: tent fine, sections good

Negative: recovery slow

Italy:

Positive: well organized, service in race area, camp, food court

Negative: One way road not efficient, tracks too close together (safety/recovery), marshalls too slow to put sticks back in, extension of race time not nice, date of race in August (too late)

Switzerland:

Positive: good camp area

Negative: Extension of race time

Germany:

Explanation of showers

Lasse:

Positive: clean camp and race area after the competition, paper with signs for marshalls (have to think about as a standard in eurotrial)

3. Technical discussion

Truls - Norway

Seat belts:

And here is a challenge:

> Our national rule book says that we must have 5-point safety harnesses. and we must obey this regarding safety rules.

National rules:

- > 1,4. Seat belt,
- > A minimum 5-point belt must be used and must be securely fitted.
- > The seat belt must have a central lock that releases all straps at the same time and be equipped with an approval mark from the FIA or SFI and be free of damages or defects.
- > However, the FIA SFI age limit does not apply with respect to the last date of validity.
- > Must be installed in accordance with general technical provisions § 304 point 8,2.
- > All parts of the seat belt must be FIA marked.

Truls: Have to switch to 5-point harness because of national rules.

Jarno: extension of national rules – explain that eurotrial is different and not about speed, but remember don't save money on safety

Lasse: maybe start with classes M/PM/P recommendation.

Timo: existing rules are not written properly; in Germany and Switzerland they also use belts with automatic tensioners

Up for vote: a 5-point harness is recommended in all classes and strong recommendation in M/PM/P. a 5-point harness is mandatory in Promodified and Proto as from 2026.

Yes: 6; no: 6 (incl. Pia); abstention: 1; result = no

Body work

> The technical check must read and be updated regarding body work rules.

Lasse: body work is not only outer body panels, there must be also panels behind the seats e.g. . existing rulebook needs to be extended.

Helmet

> 7.1 Helmet.

> The helmet must be of good quality, intended for motorcycle (E22/EC22) or competitive driving by car.

> See also §304 General Technical provisions art. 1.

> The marking on these are stickers outside and inside.

> And I also send a mail to Jørn Høydalen regarding power point as we talked about in the tent in Germany.

Up for vote:

The helmet must be in good condition, have no damage, no additional stickers, and be designed and approved for motorsport or motorcycle use in Europe.

Yes: 12; no: 0; abstention: 1

Brynjar - Norway

3.2.5 Parking/emergency brake

The parking brake must be able to keep the vehicle stationary on a slope with 16 degrees inclination. The emergency must be able to stop a moving car in an effective way.

During the brake test, there will be a marshal sitting in the car to ensure that the vehicle is in 2WD, and that the driver don't use main brake system during the test of the emergency brake system.

Additional testing of the braking system can occur during the competition.

If a vehicle is picked out for a additional brake test when it is standing in line for the last section, and time runs out, the driver is allowed to drive the section after the testing, if the car is ok.

We need to rewrite 3.2.5.

Not all cars can have a marshall during handbrake test (I've neever seen that done either) and, not all cars can shift into 2WD

Decision: remove: "there will be a marshal sitting in the car to ensure that the vehicle is in 2 WD"

Original

Timo - Germany

3.4.2.2 Body Original. Sill protection is allowed other body protection is not allowed, body parts can only be replaced by original body parts or similar in the same material. All body parts must be firmly attached in their original fastening spots with original or similar fastening hardware.

Rule change application:

3.4.2.2 Body Original. Sill protection is allowed other body protection is not allowed, body parts can only be replaced by original body parts or similar ~~in the same material~~. All body parts must be firmly attached in their original fastening spots with original or similar fastening hardware.

Reason: For some vehicles original or metal replica parts are hard to get or/and very expensive. For example, glass fiber fenders or fender flares are cheaper/easier to get and have the same outer dimensions.

Up for vote:

Parts that are attached/fitted by screws to the body (e.g. bonnet, wings etc.) may be replaced by parts made of plastic or fiberglass, provided they have identical external dimensions

yes: 12; no: 0; abstention: 1

2)

3.4.2.6 Bumper: The bumpers may not be removed. The plastic bumper corners may be removed if they are removable in original. In the case of partly or totally damaged bumpers during the section, they must be repaired before the next section. No additional bumper protection is allowed

Rule change application:

3.4.2.6 Bumper: The bumpers may not be removed. The plastic bumper corners may be removed if they are removable in original. In the case of partly or totally damaged bumpers during the section, they must be repaired before the next section. No additional bumper protection is allowed.

Reinforcement of the mounting brackets is allowed in consideration of the original dimension.

Reason: during the competitions the original bumpers and mounting brackets get destroyed very often. Original brackets are rusty or rotten regularly. To allow the reinforcement would save time for the technical inspection during the competition because the bumpers would not get damaged that easy anymore and the drivers don't have to bend the bracket back in position again.

Up for vote:

Reinforcement of the bumper mounting brackets in consideration of the original dimension of the bracket is allowed

Yes: 12; no: 0; abstention: 1

3)

3.4.4.2 Steering wheel

Rule extension application:

Quick release / snap off steering wheels are allowed

Reason: if a vehicle rolls over the driver can get out of the car quicker and easier when the steering wheel is removed. In case of fire or critical situations it's a saving of time.

Up for vote:

Quick release / snap off steering wheels are allowed in **all classes**.

Yes: 12; no: 0; abstention: 1

3.4.4.3 power steering

Rule extension application:

Question: Is it allowed to retrofit a power steering system if parts from the original vehicle manufacturer are used? For example, use Suzuki SJ Santana power steering parts to retrofit a Suzuki Samurai vehicle. There is no need for special brackets on the engine or on the frame. You can just bolt the power steering pump to the engine with original parts and also the power steering box fits directly to the frame without any modification.

Reason: in Germany we have some young women driving in Original class and they have issues to turn the wheels in rough conditions. A power steering system would help these drivers to operate the vehicle in a safe way.

If it is not allowed to use a retrofitted power steering system we apply for a rule change/extension:

General decision:

Rule change: to allow power steering in original

Yes: 10; no: 2; abstention: 1

Up for vote:

Only conventional, mechanical power steering is allowed. Modifications of the frame or chassis during change of steering unit are not allowed.

Yes: 12; no: 0; abstention: 1

Standard

Timo - Germany

During the technical inspection of this year's ET two cars (Suzuki front axle, Lada rear axle) passed the inspection with reinforced axle tubes. U-steel pieces were welded to the axle housing. According to rule 3.5.8.2 *Axle/axle ratio Axles must correspond to original* a reinforcement is not allowed. We highly recommend to follow the rules and deny the start in the future.

General information – no further action

Martin - Austria

3.5.5.2 Parking brake/emergency brake

The parking brake must be maintained in the original position, and in good condition. It's allowed to relocate / modify the parking brake handle if it's not reachable with 4/6 point harness.

It is allowed to modify a parking brake drum to a disc brake. Original parking brake lever/pedal must remain as original, and it's only allowed to modify cable mountings in the body. Modification on transfer and axle is free.

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

~~If the parking brake is mounted at the drums of the rear axle, it's only allowed to re-manufacture the brake system on the rear axle, and mountingpoints of the brake cables at the body.~~

It is allowed to move a foot operated parking brake-pedal sideways to allow mounting of a 6-point rollcage. The parking/emergency brake must be able to slow down the vehicle in case of failure of the regular brakes. See 3.2.5 for test procedure.

It should be allowed to change the parking brake in Standard from Pedal brake to lever break, because it's not always possible to push the pedal with the foot

In certain Situations it would be more safe

Up for vote:

change the parking brake in Standard from Pedal brake to lever break is allowed

Yes: 11; no: 0; abstention: 2

Modified

Sämy Gähwiler – Switzerland

Actual:

3.6.2.7 Floor / firewall / transmission tunnel Floor and firewall must be present and in original place and material. Floor in passenger, area in front of the B bar, can be cut 50 mm 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. Otherwise floor can only be modified to accommodate for hoses, pipes, cables, exhaust. Modifying the transmission tunnel is allowed. Widening the tunnel is limited to 50mm to each side. Floor behind B-bar might have hole for shock absorber.

Should be:

3.6.2.7 Floor / firewall / transmission tunnel Floor and firewall must be present and in original place and material. Floor in passenger, area in front of the B bar, can be cut 50 mm 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. Otherwise Floor **and Firewall** can only be modified to accommodate for hoses, pipes, cables, exhaust. Modifying the transmission tunnel is allowed. Widening the tunnel is limited to 50mm to each side. Floor behind B-bar might have hole for shock absorber.

Decision: add "and Firewall" to rulebook (missed during last rule change)

Timo - Germany

We highly recommend no further changes of the rules in the modified class. With every rule change or enlargement of the possibilities the gap to the ProModified class is getting smaller and smaller.

Marlon

General information

Promodified

No applications

Proto

No applications

4. General Terms

Sämy - Switzerland

Concerns handicap factor if the system is definitely adopted. (Only applies to classes O/S/M). In the German system, the handicap factor is calculated based on the vehicle's factory data (wheelbase and body width). There is a corresponding table with all common vehicles. The handicap factor is basically intended to compensate for the disadvantage of large vehicles compared to smaller vehicles and to create a level playing field. But if, for example, axles from a Nissan Patrol are mounted under a Suzuki Samurai, the vehicle is much wider (i.e. has a competitive disadvantage) because the calculation of the handicap factor is not based on the actual vehicle width.

Discussion point:

Should the handicap factor be based on factory data or on the actual vehicle dimensions?

Pro factory data:

- Relatively easy handling with a list (if actual data is used, the width of each vehicle must be determined at the vehicle inspection and the handicap factor calculated) => Is the greatest width of the vehicle or the width of the body measured?

Contra factory data:

- The goal of equal competition is missed

See "Francesco – Italy" = same topic

Lasse – technical chief

1. Clarification of fastening of brake hoses, as well as fastening of brake pipes. These rules will also be added to Formula off road next year.

Technical drawing is needed to add to rulebook → Timo will support

2. The "contract" between driver and organizer. What must be published in connection with the registration to Eurotrial. Country-specific rules. What is, or is not, in camp. Electricity, toilet, shower, etc...

Clear information about infrastructure and circumstances must be written in invitation

3. Helmets (certainly from several participants)

See "helmets" from Truls – Norway

4. Harness

See "harness" from Truls - Norway

5. Team leader's "responsibility" to inform participants, so that the cars are in "correct" Eurotrial form when they arrive to Eurotrial. (Italian parking brakes, etc.)

General information

Truls - Norway

Can we make it a common thing to make a table row just for team leaders? And a second row for translators/ technical assisters and one team leader/country one vote. easier for the counting of the votes during the meeting.

See "votes" page 1

> Thumbs up/down.

> Eurotrial is a competition for driving thru gates in a section in a gravel pit or a rock/three/muddy obstacles. They are given points for mistakes. why are they given the possibility to ask am I going correct thru the gate?? The drivers are there for a reason. that they are the best drivers in this sport.

> HC points. Thumbs up from Rita Sagebakken. she was in the race office in Germany to learn about Eurotrial.

> Best Regards. Truls.

Brynjar - Norway

Remember the new Norwegian federation "MSN" we added? It's no longer in the rules.

General information

Francesco - Italy and San Marino

Unsporting penalty

take it to the jury for decision next time

Mandatory window nets, abolition of arm straps (for all category)

Yes: 6; no: 5; abstention: 2

Single seater vehicles only need nets on both sides if the driver can move head or arm out of both sides of the car, otherwise only one side is mandatory

Neck braces for driver and codriver recommended

Up for vote: add recommendation for all classes to the rulebook

yes: 12; no: 0; abstention: 1

4.7.8 section not completed: to allow to finish the Section even if not all gates are driven through and don't get 50 penalty points for DNF

Up for vote: allow to finish the section within the given time limit without passing all gates. Still get 50 penalty points for every not passed gate but 0 penalty points if the section is completed in time.

Yes: 4; no: 8; abstention: 1

4.5.9 how is this rule interpreted e.g. Germany proto gate no. 2 section 6 on Sunday.

Up for vote: Rule change: imaginary line also outside the gate and the whole vehicle has to pass the imaginary line in a forward direction. Gate line in between the sticks, imaginary gate line outside of the gate without length limitation.

Yes: 7; no: 6; abstention: 0 → Marlon will provide the shown video to the eurotrial board

Always line-up in ET races

Already written in the rulebook – no change needed

And other points we quote on the WhatsApp group as Penalty factor (HCF) for O, S, M like this year tested at eurotrial.

Up for vote:

- go back to the old penalty system: 2
- HCF system for 1 more year test: 9
- abstention: 2

Timo - Germany

GENERAL RULES

1)

1.13.2 After checking of the documents, the organization can determine in which section or at what time the participant must start.

Rule change application:

1.13.2 After checking of the documents, the organization can determine in which section or at what time the participant must start. the start of the competition and opening of sections is at 8:00 a.m. local time.

Reason: There should be a defined start and end of the competition in the rules so every participant knows the exact times and every eurotrial has the same time table. Uniquely defined times in the rulebook improve the understanding of organizer and participants.

It's up to the organizer because of local/national law/rules/insurance

2)

1.15.1 The competition is over when all participants have driven through their indicated sections or when the time limit, announced by the organization, is reached. All cars standing in line at the announced time limit are allowed to drive this section. For a correct transaction the marshals will collect the scorecards from the drivers in line.

Rule change application:

1.15.1 The competition is over when all participants have driven through their indicated sections or when the time limit, announced by the organization at 6:00 p.m. local time, is reached. All cars standing in line at the announced time limit are allowed to drive this section. For a correct transaction the marshals will collect the scorecards from the drivers in line. Extension of the end time is not permitted.

Reason: Reason: There should be a defined start and end of the competition in the rules so every participant knows the exact times and every eurotrial has the same time table. Uniquely defined times in the rulebook improve the understanding of organizer and participants. The organizer should not be responsible for the general time table – it has to be a fixed element of the rule book so the participants can't blame the organizer for it.

It's up to the organizer because of local/national law/rules/insurance

3)

4.3.4 The "Start" ("A")-sign must be min. 4 m before the first gate on the left hand side. The "End" ("E") -sign must be min. 4 m after the last gate also on the left hand side. Start and End-sticks are considered as gates, and after passing the start gate it's considered as closed and in case of a touch of start or End, the section is terminated

Rule change application:

4.3.4 The "Start" ("A")-sign must be min. 4 m before the first gate on the left hand side. The "End" ("E") -sign must be min. 4 m after the last gate also on the left hand side. Start and End-sticks are considered as gates, and after passing the start gate it's considered as closed and in case of a touch of start or End, the section is terminated. Additional to the line up at the start of the section there should also be a line out after the exit gate – min. 6 m after the exit. The line out must be closed by the marshals as soon as a vehicle enters a section. Touching or breaking the limit band or sticks of the line out does not count as penalty points.

Reason: This measure should stop drivers, spectators or officials to get hit by a car when the participant is driving through the exit gate. In some cases when the time is running out the drivers speed up their vehicles and dangerous scenarios can occur

Up for Vote: line out after exit gate of min. 6 m to prevent accidents

Yes: 11; no: 1; abstention: 1

Ingemar - Sweden

It says in the common rules that they "should be filled with air", and in prototype it says " filled with air or otherwise ".

What is allowed?

It also says that it's not allowed in any kind of tubing to have any kind of liquid or gas.

I think we should just clarify it.

Information: rule is clearly written

General information: applications need to be better prepared to discuss about and to be up for vote

5. Driving rules

Sergio Spain

Unfortunately, we won't be able to go to the TLM in Finland and I hope it's not too late to send you a point that I think is important. In my opinion, I think that the line-ups should be mandatory on Saturday and then see if all the rescues, organization, and drivers have worked correctly to make the decision of whether or not there is a line-up on Sunday. You may think that it's all because it happened to me, but believe me, I assure you that it's not like that, the main reason is because I know the great excitement, effort, and economic sacrifice that can be behind any team to participate in ET and I don't think it's fair that they can't finish the best 4x4 Trial competition. But this is just my humble opinion. Without further ado, I hope you're well and I'll try by all means to be together in Finland 2025.

General information

Truls - Norway

One more. Sharing cars. Codriving. Some cars have 2 drivers. And just switching Seats with each other's.

There is an advantage when They know the section driving second time.

Pia: sharing cars is a bigger disadvantage because of twice the abuse of the car

Lee - England

- No alcohol at eurotrial Finland last time, is that the same this time?

Bar with alcoholic drinks in 2025

- can shower blocks be provided at site rather than having to travel

up to the organizer, shower blocks are very expensive; e.g. Germany 15.000 € / 1 week

- wheels of front axle to pass a gate rule. Discuss going back to 1 wheel (-2016) instead of 2 wheels.

Detailed explanation given by Lee (pro and con list).

Up for vote: change rules back to old rules: only one wheel needs to be inside the gate between the sticks

Yes: 3; no: 10

Lasse – technical chief

Starting Fee, insurance, FIA Licenses

6. Future Eurotrial 2024-2027

2024 Germany

2025 Finland → no UTV allowed because of insurance issues

2026 Norway

2027 Then possibly Bulgaria or Switzerland → Bulgaria confirmed

7. Elections

| President | Pia Hossli | Switzerland | next 4 years | 2027 |
|---------------------|---------------------------------|--------------------|---------------------|-------------|
| Technical chef | Lasse Larson | Sweden | next 4 years | 2025 |
| Technical Assistant | Skelcher Peter | UK | next 2 years | 2024 |
| | → yes: 11; no: 0; abstention: 2 | | | |
| Technical Assistant | Eriksen Brynjar | Norway | next 2 years | 2025 |
| Technical Assistant | Gähwiler Sam | Switzerland | next 2 years | 2025 |
| Secretary | Skelcher Helen | England | next 2 Years | 2024 |
| | → yes: 13; no: 0; abstention: 0 | | | |
| Cashier | Roberto Cevenini | Italy | next 2 Years | 2024 |
| | → yes: 13; no: 0; abstention: 0 | | | |
| Homepage | Vitaly Semenov | Cyprus | next 2 Years | 2024 |
| | → yes: 12; no: 0; abstention: 1 | | | |
| PR Manager | Piana Francesco | Italy | next 2 Years | 2024 |
| | → yes: 12; no: 0; abstention: 1 | | | |

8. Presentation Finland

- Presentation of race area and details about the event.
- Different camp area than last time but still next to the race area.
- Party tent more or less at the same place.
- No separate service area – cars can be fixed in the camp area at the nation's camps.
- Trailer service/excavator to bring cars into the camp.
- Service truck with hydraulic fittings and hoses provided by a sponsor – cash payment
- Showers with shuttle service
- Insurance is needed, national drivers' insurance is maybe sufficient