

# Eurotrial meeting 25.-26. October 2025



## 1. Greeting of the Nations

Apologies from Italy, san Marino, Wales, Slovakia, Denmark

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

Comments from Finland organising team, presented by Hannu -

Event planning began in 2023. The organizing team met 28 times, construction of the event area began 8 days before the event, and took 2 days to dismantle, this work was done by approx. 30 people working 12-14 hour days,

There were 180 people in total at the event in various official positions, we had approx. 1000 spectators during the weekend, the event was not financially profitable, with the result being almost \$0

The number of competitors was disappointing, we were expecting at least 110 competitors, especially with an additional category.

We had prepared pre information for the competitors but this seems as though was not paid attention to and many people would visit the information point to ask questions, we had already provided many of these answers in the information we provided, this information can still be found at <https://eurotrial.fi/en/home>

In addition, we compiled the most important things and it was distributed to the team leaders well in advance but again this done not seem like it was read or passed to the teams,

There was several changes made during the event and agreed at the team leader meetings things like, no repairs in the camp area and the permission of photographers in the sections, however this caused issues with out photographers and took away the Marshalls concentration,

The spirit and community were good throughout the weekend and everyone certainly left a good impression, hopefully the good work and spirit of the officials has been conveyed to both team leaders and the competitors,

### **Lee England**

- Parade lap was a bit disappointing.
- Numbering of the proto gates was very poor. Numbers couldn't be seen whilst driving. This was raised in TL meeting but nothing actioned.
- Signs for the sections were put up very late.
- The sections were good.
- Recovery was very good.
- Drivers dinner was good.
- Overall a good Eurotrial.
- Online registration was good for Finland organising team perhaps, but difficult for team leaders as we couldn't see what our own team members had put. If electronic next time, can the data be forwarded to relevant team leaders?

### **Timo Germany**

Statement regarding the disqualification of the three German drivers in the Standard class at Eurotrial 2025:

We fully accept the disqualification and do not question the correctness of the decision in any way. The vehicles did not comply with the regulations.

However, as the German Trial Association, we are convinced that our drivers did not intentionally cheat. After consulting with the competitors involved, the technical deviation can be explained solely by a lack of knowledge. In our national championship and under German regulations, the modification of the transfer case in the Standard class is explicitly permitted. (For this reason, we are also submitting a request to amend the regulations in the Standard and Modified classes.)

The disqualified participants were unaware of the prohibition at Eurotrial. This is due to their own oversight and insufficient preparation for the Eurotrial event.

All countries happy with the event, prize giving was good but the country prize giving should for been for all the countries and not just first place,

Going forward it was discussed that the organisers must be present at the team leader meetings during the event

A suggestion for future organisers is to have a program of music/food etc, the music was missed by many countries as they were not aware it was starting,

Before we moved on to any other discussions a large discussion was had in relation to who has a vote and how proxy votes can be handled,

Pia - clarification on votes, Each nation has one vote per nation,

Technical team to have 1 collective vote,  
Committee team to have 1 collective vote  
Pia or President to have split vote should there be a tie

11 people present at this meeting who can make a vote in person

It was voted 10 for and 1 against that -

Going forward if nations are not present they are unable to make a vote, rule to be changed in the rule book to include this, remove this point from the rules ASAP

For this particular meeting, we had the missing nations ( who supplied their information Spain, Wales, Italy) to the secretary and we took their votes and opinions under consideration, we voted without their requests and then voted including their requests and ensured it did not change the outcome

### **3. Technical discussion**

#### ***Several issues from 2025***

##### **Hannu Finland**

##### **3.4.2.12. Protective netting (ALL CLASSES)**

This needs technical details, and can it be polycarbonate etc. Just to prevent hands and head from

coming out?

protective netting - maximum hole 50mmx50mm square pattern and 2mm thickness voted - 11 votes for

Do you want to allow polycarbonate side windows, voted - 9 for 2 neutral

Technical discussion and rule suggestion to be created for detachable window nets, and polycarbonate windows/panels this is to be created and ready for presentation at team leader meeting in 2026

### 3.2.7.3 Tube dimension

Use cold drawn seamless unalloyed carbon steel tubes with a minimum tensile strength of 350 N/mm. For this also aloud Domex 355J2H , Docol R8 and etc. new style processed high strength tubes with seam.

<https://www.ssab.com/en/news/2016/12/racing-ahead-with-docol-r8-tube>

<https://www.ssab.com/en/brands-and-products/steel-categories/hollow-sections/ssab-domex-tubes-product-group>

tube dimension - rule to be amended, to include alternative materials domex and docol R8 are permitted, to use these tubes the material engravings must be readable on one point of the roll cage, will be permitted from rule change in 2029 - rule to be written for vote at meeting in 2026

### Chicco Italy

#### Handicap factor O/S/M

Vehicles equipped with a permanent transfer case should have a higher handicapping coefficient compared to those equipped with a part-time transfer case.

For example HF ((wheelbase x Overall width) x (transmission type))/2

where transmission type

1= part time transmission

0,7= permanent transmission

balance cars traditional transfer case and car with central differential who have better turn

11 votes Voted to remain the same no change

### Rita Norway

to We have one point we like to bring up regarding HFC before we do ET in Norway next summer.

We did test the HFC system in Nordic championship and we did measured all vehicles width and length and all competitors seemed happy.

By now we saw that all information about revers penalty is marked over, even for Pro-mod and proto and they are not part of the HFC, so we hope this can come back before ET26. :)

## **Original**

**Timo Germany**

**We apply for the following rule change:**

3.4.8.2 Axle/axle ratio Axles and axle ratio must correspond to original specifications. All kinds of portal-axles are forbidden. Even if it's original equipment. **Installation of manual operated free wheel hubs is permitted.**

### **Explanation:**

Original pneumatic operated automatic free wheel hubs are liable to break down. You can buy kits from the original vehicle manufacturer to convert the hubs from automatic to manual for some vehicles. To ensure equal opportunities we request to allow the installation of manual free wheel hubs for all vehicles in original class. vehicles.

**Voted to allow the change for 2029 10 votes for and 1 neutral**

**Chicco Italy**

Make **ORIGINAL** crowded again: less constraints

i.e. no bumper or something like that

**more info required to be presented in 2026**

## **Standard**

**Hannu Finland**

3.5.7.1 Engine Optional. The engine may only be replaced with an engine with the same or fewer number of cylinders than original (manufacturer is not restricted). Additional tuning is free of will, but no supplementary additions (Compressor, turbo, NOX-injection, etc)...

This need some clarification, if car is originally line 6 turbo diesel and you change V6 turbo / kompressor

is it ok? Is there anything to do car model family or do we just speak that specific car? Is additional

supplementary gaining with those additions only when original car is non aspirated?

**rule to be rewritten to include can be changed but must have the same or fewer number of cylinders, for rule change 2029, with written rule to be presented at meeting 2026**

3.5.8.2 Axle/axle ratio Axles must correspond to original. What does this mean? Straight axles to straight, depending of maker, model, hi / lo pinion? Maybe more specific would be better?

**AXLE CASING MUST BE of the same manufacturer to be reworded and presnted at meeting in 2026**

**Timo Germany**

**We apply for the following rule change:**

3.5.8.4 Disconnect of axle / drive system The disengagement of drive axles is not permitted, unless it corresponds to the series. **Remanufacturing to 2WD Low is not permitted.**

**Explanation:**

the general regulations in standard class already allow to be free in the choice of the gear ratios of all transmissions and axles and even the transfer case itself is unrestricted. Even today it would be possible to build a transfer case that, for example, has a 4:1 ratio in high mode and a 4.1:1 ratio in low mode. so it is technically permissible to run a 4:1 ratio in 2WD high mode.

Therefore, the prohibition of 2WD low makes no sense, as it can be achieved indirectly anyway, as described above according to the current regulations.

Marginal note: there is and also was a large number of Suzuki vehicles equipped with a 2WD low mode in Standard and Modified class from several nations! These cars had never been detected during the technical inspection in the last years. this will likely become a major issue during inspections or in protest situations in the future.

To prevent unnecessary trouble in this regard, this clause as mentioned above should be removed.

Remove the sentence ASAP - Remanufacturing to 2WD LOW is not permitted

9 for

1 against

1 neutral

Technical to create a statement to be issued ASAP on solution for following years

### **Annex 3.2 / 3.5 / 3.5 – tire original and standard**

**We apply to update the existing lists of allowed and forbidden tires.**

**Explanation:**

There are mistakes in the list and many many tires are not listed at all.

Example:

This tire (Ziarelli Trac – not on the list) was allowed in eurotrial on an original car in the last years. That is the same tread design as „Lerma Gomme super trak“ which is on the forbidden list for original!



205/70X15 SUPER TRAK RIC 95Q

Torna a: Pneumatici



**Ziarelli Trac**

We provide our help updating the lists because we already searched for pictures of all of the tread designs according to the current lists.

List to be updated, with major comment to include

List to be removed 2029, and rules to be amended clearly to state in original and standard the tyre, and the tyre sizes,

### **Modified**

#### **Hannu Finland**

##### 3.6.2.1 Frame/chassis/wheelbase

Main frame rails must be maintained in original in design, length and construction. Front and rear crossmember are not allowed to remove or modify between main frame rails.

Main frame rails must be maintained in original design. Frame can be cut, but minimum length is the chassis front and rear line. This rule change makes controlling the frame size much easier compared to the current rule.

Voted for the suggestion to change the rule

1 for, 9 against, 1 neutral

##### 3.6.8 Drivetrain

##### 3.6.8.1 Gearbox

Gearbox, transfer case and gearbox ratios are optional. The use of differential lock in transfer case is optional. The car models original drive system (permanent or disengageable) may not be changed. It should be allowed to use differential model transfer case in any car, because those few cars which have it as original, gets a huge benefit of that. It's not desirable that all start to use just those cars?

#### **Chicco Italy**

**3.6.8.1 in MODIFIED** change rule and make drive system free to change.

We've allowed changes from leaf springs to coil suspension, and from manual to automatic transmissions and vice versa. To keep the vehicles balanced, the only thing left is to make the type of transfer case free—whether full-time or part-time. This way, the overall level between vehicles stays more balanced.

New rule:

##### 3.6.8.1 Gearbox

Gearbox, transfer case and gearbox ratios are optional. The use of differential lock in transfer case are optional. The car models original drive system (permanent or disengageable) may not be changed.

Vehicles with automatic gearboxes must be secured so that the engine only can be started in “Neutral” or “Park”.

(no the red underline text)

Chicco and hannu's suggestion covered under the same vote –

**Vote for different transfer cases to be permitted for change -**

**Voted - 7 for it staying the same and 3 against , 1 neutral**

**Timo Germany**

**We apply for the following rule change:**

*3.6.8.4 Disconnect of axle / drive system The disengagement of drive axles is not permitted, unless it corresponds to the series. ~~Remanufacturing to 2WD Low is not permitted.~~*

**Explanation:**

the general regulations in modified class already allow to be free in the choice of the gear ratios of all transmissions and axles and even the transfer case itself is unrestricted. Even today it would be possible to build a transfer case that, for example, has a 4:1 ratio in high mode and a 4.1:1 ratio in low mode. so it is technically permissible to run a 4:1 ratio in 2WD high mode.

Therefore, the prohibition of 2WD low makes no sense, as it can be achieved indirectly anyway, as described above according to the current regulations.

Marginal note: there is and also was a large number of Suzuki vehicles equipped with a 2WD low mode in Standard and Modified class from several nations! These cars had never been detected during the technical inspection in the last years. this will likely become a major issue during inspections or in protest situations in the future.

To prevent unnecessary trouble in this regard, this clause as mentioned above should be removed.

**remove the sentence for removing the remanufacturing to 2wd low -**

**Voted 10 for the removal 1 neutral**

**Promodified**

**Lasse**

I have one point for the meeting and that's a clarification of the bodywork requirement in the PM class.

**Lasse to add clarification to the rules, the body inside the yellow section must not be see through, this is a clarification so will be added to the rules NOW!**

**Proto**

**Hannu Finland**

**3.8.6.1 Tire**

Rubber tires filled with air, otherwise optional. What does this mean actually? If wanted that only air filling, it needs the "only" word in front of air or a mention that balancing is not allowed. If balancing is allowed then it have to mention, because there are cars where there is balancing, water, balancing balls etc. Could balancing be approved at least in promod and prototype? It is a way of tuning the car, it doesn't affect the car any other way.

**It is not written in the rules that anything other than air or nitrogen is permitted in the tyres, as it is not a written rule it is forbidden,**

**Rule to be rewritten to rubber tires ONLY filled with air, other changes optional!**

3.8.7.1 Engine and 3.8.1. general information.

Only one engine allowed, and leak proof battery is allowed as fuel. In my mind there is no reason that we should deny building an electric car like mentioned in the attachment file and in this link. <https://www.instagram.com/wamort/>

All Annex files should be taken away from rules because they are not updated.

If we start to use system where car model families are treated as one, does it give more easier looking to cars or not? There is so much different example Mitsubishi Pajero gen 2 models in europe market area that it's very difficult to know all those differences that have they been originally in that specific car or not.

In any case, technical specs should try to write little clearer and without possibility to misunderstanding, and also that way that they can be checked on site somehow reasonable. Or is this problem only in Finland where drivers read rules too carefully and ask so much defining questions.

Before covid there was a discussion about a road book for clarification of rules, hopefully it will appear someday. I got proposal to make rules as sheet format; here is link for that just as an example. It's not accurate cause it's done chat gpt, but idea will come clear, it opens class differences quite well.

<https://docs.google.com/spreadsheets/d/1XvZsb6vcgqjVhHKMJBdvivwKf2flgXC7HRniFV3V-g/edit?usp=sharing>

Can we have permission to build an electric powered vehicle?

All team leaders to take away and found out what is happening in their countries

#### **4. Driving rules**

##### **Brynjar Norway**

1: Stop zone penalty. Stop zones are working as planned but people are confused because there is no reaction or penalty for not stopping in the zone. Suggest we make it a special penalty of 10 points(?)

Rule 4.3.4 says start sign shall have an "A". This makes no sense in non-German speaking countries. Suggest change to "S" or even delete the letters to let the organizer decide.

HC factor system for O,S and M should be in the rules so everyone can figure it out.

O, S and M: Drivers should have their HC factor displayed on their score sheet.

Stop zone, for cars leaving the sections, the stop zone to be banded, and the marshall to open the stop box once completed, no points on band being touched within the stop box, to be discussed next year, if lots of cars drive through the stop box, during 2026 competition

Start and end of the section to have the words or letters Start (S) and End (E)

handicap factor, to be added to the rule book, with an example, and how it affects individual cars,



## Hannu Finland

### 4.3. Race sections

If I don't remember wrong, there was earlier mention that no water or mud holes in sections?

Water and deep wet mud, not to be included in the sections, unless being driven straight through,

Add a rule to include water can be driven through and no water deeper then 20cm, to avoid water, on organisers info, to be included in the rule book (helen)

4.7.1.1. Check excel from [eurotrial.fi/tulokset/](http://eurotrial.fi/tulokset/) and [Alkuperäinen tuloslaskenta excel \(salli makrot\)](#), there can be found new and old style score counting, so comparison can be done. We have to decide which system will be used in future.

## Lee England

Change from two wheel rule to one wheel rule – Can this be added earlier in the agenda than last year please. Last year it was basically last, which meant there was little time to discuss, and everyone was keen to end the meeting.

## Timo Germany

### Driving regulations

#### We apply for the following rule change:

4.5.7 .....A gate is considered as passed if minimum ~~two~~ **one** front wheel is driven into the gate in the right direction....

#### Explanation:

Basic information for all people who joined eurotrial after 2016: from the beginning of eurotrial you only had to place one front wheel between the gate sticks. the rule was changed in 2016 to have both front wheels between the sticks to pass a gate correctly.

We would like to go back to the „old rule“ of how to pass a gate correctly like it was till Eurotrial 2016. There are many reasons why the „old rule“ is so much better. After 2016 there have been countless discussions between drivers and marshals whether a gate was passed correctly. We never had issues like this before the rule changed 9 years ago! It is extremely difficult for the marshals to see if both front wheels pass the gate according to the current rules. Especially in rough conditions like Eurotrial 2024. We should not forget that its always one of the biggest challenges for eurotrial organizers to get skilled marshals. Therefore we need to make the rules as simple as possible and reduce the potential for conflicts down to the minimum. Marshals only need to be able to see one wheel and one gate stick instead of two wheels and two sticks. Especially because the gates with the most potential for arguments are mostly in the areas of the section which are very hard to reach. One of the main reasons for the rule change in 2016 was to make the sections easier and reduce vehicle damage. The initial idea of the developer of the rule was that the organizer would react and build easier tracks because its obviously more difficult to pass a gate with two instead of one front wheel. What a surprise: that never happened! The level of sections stayed the same but now the drivers have to push their vehicles to the limit to get both front wheels through the gate. The current

rule also restricts the possibilities for drivers to pass gates and finish the sections. Its always easier to pass a gate with only one front wheel. in the end we do motorsport where driving is the target. We all spend a lot of money to compete in eurotrials with the knowledge there is a maximum driving time of only 80 minutes per weekend (16 x 5 minutes). So the sections and the rules should be designed to have as many minutes to drive as possible. To go back to the „old rule“ would help the competitors to increase their driving time. Another big advantage of the one wheel rule is to reduce the overall time a car is inside a section. There are many videos on social media and youtube which show cars at the last eurotrials being up to 15 minutes in the same section only because the marshals had to put up the exact same gate sticks many times! A great example is stephen grogan in spain 2018. He needed many attempts to pass a very tough gate way up high in a very steep climb. The marshals had to replace the sticks several times which always cost lots of time. If we would have used the one wheel rule he would have passed the gate with a broken stick in the first try. Thats a massive time saver for the whole competition and the schedule of the organizers. The above mentioned clarifications are the reason why we still use the one wheel rule in germany. We have way less arguments and discussions with marshals and competitors, less interruptions, less broken sticks, but still high level events with difficult tracks with an average of 60+ vehicles per race! We apply for going back to the old rule setup with only one front wheel going through the sticks.

Germany and England comments both covered with below vote

2 wheel rule to remain, 8 votes for it, 3 votes against it, even with Italy, San-Marino, Spain and Wales votes, this would not change the final outcome,

## Structure of sections and valuation

**We apply to add the following rule to the rulebook:**

*4.6.7 The following applies in principle: Indirect contact like touching, breaking or ripping of gate sticks or limitation band sticks or limitation band, e.g. by thrown up stones, dirt, branches, trees, wind, etc., will not be counted as a penalty. Only direct contact by the vehicle or its occupants will be assessed.*

### Explanation:

We want to extend the existing rules as mentionend in 4.7.2 and 4.7.4 with the general rule 4.6.7 we suggested above. Sticks and band can also be broken due to indirect contact with rolling rocks, dirt, mud, branches or trees. For the marshalls it would be the easiest way to note the penalty points if for all touches or breaks it only counts when there is direct contact with the vehicle or occupants. There should not be a difference in touching or breaking to make the marshals life easier.

### We apply for a better wording of rule 4.3 and 4.7.7

Segment of 4.3:

*Number of gates per section - minimum of 4 gates per section, on the start sign must have the number of gates that are in that section. The start and end gate do not count as a typical gate*

### Explanation:

The start and end gate should not count as a classic gate with numbers. Its not ok to build a section with only 3 gates and than count the start and end zone as gate no. 4 and 5.

This also has an effect on rule 4.7.6 and 4.7.7. example: If a car passes all gates with numbers in the section but got stuck before crossing the end line he will only get 50 penalty points for „section not correctly completed“. During the last nordic trial was a misunderstanding of some marshals about this rule. The marshals noted 50 penalty points for not passing a gate + 50 penalty points for not completing the section correctly. It was solved immediately with Ritas help! Thank you very much again! In order to guard against confusing the rule above should be written more clearly.

**Pia**

we must clarify this

4.7.5 Run down a gate post or limitation band stick = 25 penalty points. Every knocked down, crossed over or broken gate post or limitation band stick is valued with 25 penalty points. • knocked down means that the gate post touches the ground at a minimum of two points. • crossed over means that the gate post is rolled over by a tire or when one tire is outside the gate line. • broken means that the gate post or limitation band stick is visible broken. If a gate post is touched or broken and afterwards the gate is not passed completely the 25 penalty points are not valued (valued are 50 points for not passed gate)

Reword touch and then reverse and then touch and broken stick all points count. Touch and then broken stick in the same motion, the broken stick counts,

Above rules ot be rewored in the rules

## **5. General Terms**

**Peter Skelcher UK**

Can we please have a discussion about the inspection of cars after et Finland and how it was done  
Many thanks

After much discussion is was suggested and then voted to allow the Technical team to be given the ability to have power during the eurotrial, and have higher authority, then the organising chief technical,

Voted 9 for  
2 neutral

Invitation to be supplied of final spot check of vehicles at the end of the race,

**Brynjar Norway**

QR code, hashtag etc. leading to ET website, instagram, fb etc. We need to get better at promoting ourselves. Having more of people's pictures "tagged" to ET could be very good for us. Who can do it?

How can we get more competitors, especially for the races furthest from “central Europe”? Suggest we allow two teams from each country. The second team *can* be entered by any nations 2<sup>nd</sup> organization where applicable. Many drivers hesitate to drive for other nations. WC drivers would like their points to count for the nation.

Agreed more publicity and advertising required for the event,

Vote for additional team per nation, 2 votes for, 9 against

#### **Truls Norway**

Safety harness. Under my work getting disp i had to promise that i shall continue working regarding replacing the rollerbelts out of Eurotrial and Get the 5 point harness in.

Vote to remove roller belts –

Remove belts 3

Keep 4

Neutral 4

Roller belts are still permitted,

#### **Ingemar Sweden**

We have a point and its about the score card. We think it should be a sticker on the car and that if it gets destroyed or if you lose it that should not be the end of the competition because the marshals still have the score.

score cards, stickers on the cars, brynjar, advised norway have used 2 records, the main marshall has a list of the drivers per section, and record the scores, along with the drivers having their own ards this should stop the issue of damaged cards or lost points,

#### **Lee England**

To be announced a reasonable time before the meeting, who is allowed to vote? Are votes from team leaders not present at the meeting allowed? If so, how can they vote? Historically, I believe TL's have been able to cast votes even if they are not present. In Finland, it was decided on the day (I believe) that only those present should be allowed to vote. I don't see that this is fair as there can be many reasons that people are unable to attend, but that shouldn't mean that they shouldn't have an input into the meeting if they have made the effort to send their votes prior to the meeting.

Discussed at the start of the meeting

#### **Hannu Finland**

1.12. Technical status.

All cars should own a scrutineering card which includes car identification and technical data. There is a place where to make notes if needed in scrutineering or after roll over etc. Swedish has vagnbook, UK has also some kind, I guess. We talked about this before covid but it was forgotten. It gives also legal protection to drivers, if something written and it has been fixed as proposed, then all is good.

This was discussed and suggestions made, but has been referred for next year

4.7.1.1. Check excel from [eurotrial.fi/tulokset/](http://eurotrial.fi/tulokset/) and [Alkuperäinen tuloslaskenta excel \(salli makrot\)](#), there can be found new and old style score counting, so comparison can be done. We have to decide which system will be used in future.

## **6. committee Eurotrial**

Cashier and PR manager were not present,  
Cashier information received to advise ET account currently has 2266.00 euros, more information is required, Finland competitor fee not received,

## **8. Future Eurotrial 2026-2028**

**2026 Norway**

**2027 Bulgaria**

**2028 maybe Czech**

## **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>2027</i></b>
Technical chef	Lasse Larson	Sweden	next 4 years	2029
Technical Assistant	Skelcher Peter	UK	next 2 years	2026
Technical Assistant	Eriksen Brynjar	Norway	next 2 years	2026
Technical assistant	Samy Gahwiler.	Switzerland.	Next 2 years	2027
Secretary	Skelcher Helen	England	next 2 Years	2026
Cashier	Roberto Cevenini	Italy	next 2 Years	2026
Homepage	Vitaly Semenov	Russia	next 2 Years	2026
PR Manager	Piana Francesco	Italy	next 2 Years	2026

Lasse Larson Technical chief up for vote,  
Brynjar Eriksen was put forward for technical chief, as Brynjar would not be able to drive he declined the invitation

Lasse received 8 votes to remain and 1 neutral vote, ( 2 votes from committee not permitted)  
Samy was due for revote for technical assistant. 9 votes for

## **11. Presentation Norway**