



REGULATIONS 2026/2027

Valid from January 2026 and exclusively for regional races!
Previous editions of the regulations lose their validity upon publication of this edition!

Introduction

Warm welcome to the TAMIYA Open European Championship – Greece 2026/2027!

With great joy, we announce a historic event in the RC world: the inaugural TAMIYA Open European Championship, which will take place in 2026 in picturesque Greece. This is a completely new chapter in history, aimed at uniting drivers and enthusiasts from across the continent in one shared arena.

The main idea of the European Championship is to celebrate model racing at the highest level, while maintaining the philosophy of accessibility and equal competition. We want this event to be a place where passion for technology meets the spirit of sporting friendship, offering every participant professional conditions to test their skills on the international stage.

Key assumptions of the European Championship 2026/2027:

- **Autonomous Platform:** The TAMIYA European Championship constitutes an independent, prestigious event. We do not aspire to compete with series such as DMC, EFRA, or IFMAR – we are creating our own unique space for hobbyists who want to feel the thrill of competition in an international field.
- **Joint Creation of Standards:** Just like in the best modeling traditions, the regulations of this championship are the result of cooperation between the organizing team and active drivers. Thanks to this, the rules are transparent, fair, and fully adapted to the realities of modern racing.
- **Uniform Technical Base:** The racing character of the event is based on Tamiya chassis. The use of a common technical platform ensures identical opportunities for every competitor and guarantees that final success is determined primarily by driver skill and precision in car setup, rather than access to expensive, external constructions.

This exceptional gathering of enthusiasts under the Greek sky is more than just a fight for seconds on the track – it is the beginning of a new European tradition, where the joy of driving and shared passion truly matter.

See you on the starting line!





A - General Organizational Provisions

1. Participation in the TAMIYA Open European Championship is open to any driver using a TAMIYA vehicle that meets the requirements specified in the current regulations.
2. Participation in the TAMIYA Open European Championship takes place solely at the driver's own risk. Each participant bears full civil and private legal responsibility for any damage caused by themselves or by the vehicle they use. Upon submitting the registration, the driver waives any and all claims for compensation arising from accidents or damages related to participation in the event, in particular against TAMIYA, its owners, employees, associates, representatives, and persons involved in the organization and conduct of the event.
3. The organizer of a qualifying round of the TAMIYA Open European Championship has the right to determine the entry fee according to their own rules. The entry fee is non-refundable, except in the case of complete cancellation of the event.
4. The results of the TAMIYA Open European Championship must be determined using a professional timing system and a compatible transponder system.
5. Detailed announcements and regulations issued by the organizer of a given round of the TAMIYA Open European Championship are binding for all participants. The deadline for closing entries may not be set earlier than 4 days before the date of the event.



B - Classes

Participants may compete in five classes.

Classes:

E-10 TC STOCK
M-Chassis (2WD/4WD)
E-10 TT-CHASSIS
E-14 TRUCK
E-14 TRUCK OPEN



C - General Technical Provisions

1. Only TAMIYA brand RC models and TAMIYA spare and tuning parts are permitted. In principle: everything not expressly permitted is prohibited.
2. Body sets must be trimmed according to the instructions. Installation of decorative and additional parts additional headlights, wipers, mirrors is not mandatory. Painting is generally free, however window and headlight areas must be clearly color-separated or left transparent.
3. Vehicles must be assembled according to the construction manual. All kit parts must be installed according to the instructions, except for the motor cover.
4. Traction control systems and gyros are prohibited.
5. Control equipment (transmitter, receiver), servo, servo saver, ball bearings, wheel hexes, bearings, shock and differential oils are permitted in all classes without restrictions. It is forbidden to install additional capacitors soldered directly to the motor.
6. In the M-Chassis, E-10 TT-CHASSIS and E-14 TRUCK classes, differentials must rotate freely. Locking of differentials is prohibited.
7. The use of a turnbuckle with ball ends as a connection between servo saver and steering assembly is permitted for better adjustment.
8. Installation of fans and heatsinks with or without fan in vehicles for cooling while driving is permitted. Electro-thermal converters Peltier elements and cooling sprays are prohibited.
9. Transport, storage, and charging of LiPo / LiHV batteries must take place exclusively in closed LiPo protective bags. During the competition, no LiPo / LiHV batteries may be outside the bag. Violation results in immediate disqualification from the competition. Charging of LiPo / LiHV / NiMH batteries is permitted only in accordance with the manufacturer's recommendations. For LiPo / LiHV, the use of a balancer is mandatory. Charging only in a closed LiPo bag.
Any thermal processing of batteries is prohibited.
LiPo / LiHV voltage before the start: max. $8.40\text{ V} \pm 0.02\text{ V}$.
Maximum charging and discharging current of all batteries: 1C.
10. Determination of ground clearance and approval of commercially available, odorless traction additives lies with the event organizer.
11. Battery connectors are free in all classes. Any modifications are made at own risk and void the regulator manufacturer warranty according to regulator warranty terms.
12. Minimal chassis modification necessary to install LiPo / LiHV batteries is permitted.
13. In plastic shock absorbers, drilling a 1 mm hole in the plastic shock caps is permitted to improve driving characteristics.
14. All Tamiya and Carson motor pinion gears with module M0.6 are permitted.
An exception is the E-10 TC Stock class and the E-14 Truck open class, in which full freedom of choice of pinion gears is permitted with regard to the module.



D - Special Provisions

1. Serious violations of the regulations, such as for example:
manipulation of motors (machining, modifications, replacement of the armature, rotor, windings),
manipulation of the required batteries,
manipulation of the required speed controllers,
deliberate misleading of race control and the technical inspection committee,
acts of physical aggression towards other participants, staff, or organizers,
failure to comply with the rules for storage and charging of LiPo and NiMH batteries,
shall result in the immediate disqualification of the driver.
2. All other cases of “violations” not listed here, or corresponding exceptions, shall be decided on-site by race control in cooperation with regional advisors or sporting judges. These decisions are not binding for subsequent events. Accordingly, the race director decides on any current changes applicable on a given day.
3. The organizer reserves the right, in exceptional cases, to introduce changes to the regulations also during the season, in order to maintain equal opportunities or to allow the use of substitutes for items that are no longer available.



Technical regulations for STOCK class

E-10 TC STOCK

Chassis	All 1/10 scale TAMIYA chassis are allowed.
Body	Touring Car (Sedan) bodies from Tamiya and other manufacturers are permitted, provided they meet the dimensional requirements specified in the regulations. Models must include body details such as headlights, windows, air intakes, etc. Bodies may not be trimmed above the lower bumper line or the lower door line.
Dimensions and weight of the model	<ul style="list-style-type: none"> • total length (with body) min. 360 mm – max. 460 mm • total width (with body) max. 200 mm • total height min. 115 mm • wheelbase max. 270 mm • wheel rim diameter max. 48 mm • wheel rim width min. 18 mm – max. 26 mm • mounted tire outer diameter on rim min. 55 mm – max. 67 mm • rear wing max. width 190 mm, height max. 25 mm, depth max. 40 mm • minimum total weight of the model 1300 g
Batteries	All LiPO/LiHV batteries with EFRA homologation are allowed.
Motor	Hobbywing Justock G2.1 13.5T
ESC	All Blinky (zero timing, zero turbo) speed controllers are permitted.
Tires	In Stock 13.5 class, Volante V9X-PG28CP tires are allowed.
Gear ratio	Fixed final drive ratio (FDR): 5.0:1 or higher (mandatory).



Technical regulations for M-CHASSIS class

M-CHASSIS

Chassis	Only the following chassis are permitted: M-05, M-06, M-07, M-08.
Body	All TAMIYA M-CHASSIS bodies are allowed.
Batteries	All NiMH packs with a nominal voltage of 7.2V are allowed.
Motor	RS540 Torque Tuned Tamiya 54358
ESC	Tamiya / Hobbywing 1060 60A Brushed ESC
Tires	All wheels dedicated to TAMIYA M-CHASSIS are allowed.
Gear ratio	Gear ratio is free within the range of original factory Tamiya parts available for the specific model.



Technical regulations for E-10 TT-CHASSIS class

E-10 TT-CHASSIS

Chassis	Only TT-01 and TT-02 models in their standard (basic) versions are permitted. TT-02 S, SR, SRX, Type-R, and any other upgraded or advanced versions are not allowed.
Body	Only touring-type bodies that are sold together with the chassis or their separately sold versions of the TAMIYA brand are allowed.
Batteries	All NiMH packs with a nominal voltage of 7.2V are allowed.
Motor	RS540 Torque Tuned Tamiya 54358
ESC	Tamiya / Hobbywing 1060 60A Brushed ESC
Tires	Volante V9X-PG28CP tires are allowed.
Dimensions and weight of the model	<ul style="list-style-type: none"> • total length (with body) min. 360 mm – max. 460 mm • total width (with body) max. 200 mm • total height min. 115 mm • wheelbase max. 270 mm • wheel rim diameter max. 48 mm • wheel rim width min. 18 mm – max. 26 mm • mounted tire outer diameter on rim min. 55 mm – max. 67 mm • rear wing max. width 190 mm, height max. 25 mm, depth max. 40 mm • minimum total weight of the model 1320 g.
Gear ratio	Mandatory gear ratio: TT-01 – 19/61 (FDR 8.35), TT-02 – 22/70 (FDR 8.27)



Technical regulations for E-14 TRUCK class

E-14 TRUCK

Chassis	TT-01 models in basic versions are allowed.
Body	Only truck-type bodies that are sold together with the chassis or their separately sold versions of the TAMIYA-CARSON brand are allowed.
Batteries	All NiMH packs with a nominal voltage of 7.2V are allowed.
Motor	RS540 Torque Tuned Tamiya 54358
ESC	Tamiya / Hobbywing 1060 60A Brushed ESC
Tires	Truck-type wheels are allowed: Racing Truck Wheels Set 51588 Racing Truck On-Road Semi Truck Tires 51589
Model weight	<ul style="list-style-type: none"> • minimum total weight of the model 1320 g.
Gear ratio	Mandatory gear ratio: 19T motor pinion (as supplied in the standard kit). Any other gear ratios are not permitted.



Technical regulations for E-14 TRUCK OPEN class

E-14 TRUCK OPEN

Chassis	TT-01, TT-02 models and their more advanced versions are allowed.
Body	Truck-type bodies from Tamiya and other manufacturers are permitted.
Batteries	All LiPo/LiHV batteries with EFRA homologation are allowed.
Motor	RS540 Torque Tuned Tamiya 54358
ESC	All speed controllers are allowed.
Tires	Volante V9X-PG28CP tires are allowed.
Model weight	<ul style="list-style-type: none">• minimum total weight of the model 1320 g.
Gear ratio	Gear ratios are open.

In the E-14 TRUCK OPEN class, all TAMIYA brand tuning parts are allowed.



Race duration

Qualifying and final races last 5 minutes. After the signal ending the race, drivers have an additional 30 seconds to complete the lap they have started.

The break between successive races cannot be shorter than 2 minutes.

Breaks between elimination rounds and finals are at least 70 minutes.

Practice races

Practice groups are determined according to the ranking (first race of the season – ranking from the previous season, subsequent races – current ranking).

Moving a driver to a lower group at their request is allowed. It is recommended that beginners do not start in one group with experienced drivers.

It is recommended to run a minimum of 1 practice race and 2 control practices (pre-qualifying).

Practice duration – up to 5 minutes.

Qualifying

A minimum of 3 qualifying races are held.

Groups are determined according to ranking and, if necessary, based on the results of control practices.

In one group there are a maximum of 15 drivers; groups should be as equal in number as possible.

The start takes place from the starting line in crosswise order, at intervals of at least 1 second.

Heats start with the lowest-ranked groups first.

Qualifying points:

1st place – 0 pts

2nd place – 2 pts

3rd place – 3 pts

4th place – 4 pts, etc.

For classification the following counts:

from 2 races – 1 best result,

from 3–5 races – 2 best results,

from 6 races – 3 best results.

In case of equal points, the better single result decides the higher position.

Finals

Final groups are created based on the classification after qualifying:

places 1–10 – Final A,

11–20 – Final B, etc.

There are a maximum of 10 drivers in each final.

Final A is run obligatorily in 3 races; the remaining finals in 1 or 3 races.

If there are 4 or fewer drivers in a final group, the final is not run – the qualifying result applies.

Final classification

The position is decided by the sum of points from the two best final races (1 pt for 1st place, 2 pts for 2nd place, etc.).

In case of a tie, the better result from the counted races decides, and then the number of laps and the time of the best race.



Starting procedure (finals)

Information about the start is given at 2 minutes, then at 30, 20 and 10 seconds.

From 10 seconds the countdown is given every second; 4 seconds before the start the countdown stops, and the start signal is given within 0–4 seconds.

False start

Crossing the line before the start signal – 10-second penalty.

Exceeding by 1 meter or more – minus 1 lap penalty.

A false start causes the start to be repeated.

A one-time start delay of up to 5 minutes is allowed (e.g. for model repair); the driver then starts from the last position.

Interruption and restart of the race

In the event of a failure of the timing system, the race is stopped.

If a final race is interrupted:

before 3.5 minutes have elapsed – it is canceled and repeated,

after 3.5 minutes have elapsed – the results are counted.

In the event of interruption of a qualifying race, it must be repeated.

The decision to stop (e.g. due to weather conditions) is made by the head referee; the decision is final.

End of the race

After the finishing signal, drivers return to the pit area without obstructing others.

After the race, drivers leave the drivers' stand, switch off their models and transmitters, and hand over the models for technical inspection.