



EFRA ANNUAL GENERAL MEETING

HOTEL Sofitel, Brussels.

Belgium

3rd to 4th of November 2007

Minutes 1:8 IC Buggy

SATURDAY 3rd OF NOVEMBER 2007.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

Meeting was open at 14:15 ,

Welcome to the friendly section meeting, hopefully a not so long one, let other meetings find the dinner time mark, we will not.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Estonia, Russia, Hungary, Slovak Republic, Slovenia.

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Martin Krcal		7	4	8			
BELGIUM			8	3	2			
CROATIA								
CYPRUS					5	5		
CZECH REP.	Jan Kapicka		13		4		1	2
DENMARK	Dan Larsen						1	4
ESTONIA			6		1			
FINLAND	Jussi Luopajarvi		5		6		2	9
FRANCE	Bernard Grubis		18	6	13	1	5	7
GEORGIA								
GERMANY	Norbert Rasch		10	7	19	6	5	13
GREAT BRITAIN	Kevin Griffin		12	8	19	2	5	8
GREECE	John Doucakis				20	8	1	3
HOLLAND								
HUNGARY			2					
IRELAND					4			
ITALY	Roberto Cairo		13	1	19	4	5	14
LUXEMBOURG								5
NORWAY	Bent Magnussen				7		1	1
POLAND	Jacek Ochocinski		5	2				
PORTUGAL	Ricardo Stricker				10		2	11
ROMANIA								
RUSSIA			3					
SLOVAK REP.					2	7	1	6
SLOVENIA								
SPAIN	Alfonso Pineda		5		20	3	5	10
SWEDEN	Caroline Idengren		5	9	16		4	12
SWITZERLAND	Max Della Casa		8	5	5		2	
TURKEY								
TOTAL			120		180		40	

Other persons present:
 Vice Section Chairman: Alex Fellner
 Future project leader: Hans C.,
 Efra President Dallas,M.
 Efra Hon Life Vice president Jean Luc Retornaz
 Efra Hon Life Vice president, Mick Hill.

3. MINUTES OF 2006 SECTION MEETING

4th -5th of November 2006— Brussels, Belgium

Matters arising from the minutes: Instead of Lyon the venue for the euro B was meant "T.B.A."

The minutes were checked and accepted as written at the AGM 2006 with the precedent amendment.

The following person has been elected to check the minutes of this year : Kevin Griffin B.R.C.A.

4. CORRESPONDENCE RECEIVED

Many mails received and sent during the season, subjects had been diverse with an important side on technical issues in regards of wings, fuel tanks and mufflers.

Also many mails in regards of entries and reallocations, when EFRA ask for data on the entry forms this has a reason, there is always a reason.

For instance, the line of email direction of each driver, if this line is not filled up the organizer can not send a confirmation to the driver easily, better not to talk about frequencies and or transponder number.

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman including complete results out of all EFRA events in our class during the present year 2007, an unofficial ranking list and the list of drivers not allowed to compete at the next European Championship B.

6. PRESENTATIONS FOR APPLICATIONS EC 2008 AND GP'S 2008 & successive

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
11-13 April 08		Efra GP	France	Lyon
3-4 May 08	10-11 May	Efra GP (w.up)	Greece	Heraklion (Crete)
13-15 June 08		EURO B	France	
8-12 July 08	1-5 July 08	EURO A	Greece	Heraklion (Crete)
10-12 Oct 08		Efra GP	Spain	Orihuela (Alicante)
July 2009		EURO A	Austria	
July 2009		EURO A	Spain	Orihuela (Alicante)
June 2009		EURO B	Spain	Valladolid
June 2009		EURO B	Switzerland	Gland
July 2010		EURO A	Norway	Skien

Final Race calendar 2008

Year/Date	Alt. Date	Status	Country	Venue
11-13 April 08		EFRA GP France	France	Lyon St. Exupery
10-11 May 08		EFRA GP GREECE	GREECE	HERAKLION
13-15 June 08		EURO B	France	Bergerac
1-5 July 08		EURO A	Greece	Heraklion (Crete)
10-12 Oct 08		Efra GP	Spain	Orihuela (Alicante)
11-13 Aug 08		International Race	Czech	Dolni Bukovsko
5-7 Sept 08		International Race	Austria	Oberwolbing

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
July 2009		EURO A	Austria	Oberwolbing
June 2009		EURO B	Switzerland	Gland
Special recommendation	Spain B	2010		Valladolid

7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the Minutes

8. RULE PROPOSALS

Note: *The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.*

THE RULE SHOULD BE AMENDED TO READ

2.1.- The GP and the European Championship for B class drivers will have the same format as specified in the following rules adapted to a 3 day event with only four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to 120 drivers and reseeding of the heats will only be done in case of clear necessity on the criteria of the R.D. and Referee.

At the GP held at the event intended to host the European Championships in the same year i.e. the warm up event, the full race program should be used and tested including the reseeding of heats after practice.

Remark: *The reseeding part of the program at the last Euros in France did not work and caused considerable problems. if this had been tested/used at the GP earlier in the year the problem would have shown then and could have been rectified in time.*

Proposed by B.R.C.A. – Great Britain

Seconded by: Norway

Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

THE RULE SHOULD BE AMENDED TO READ

2.2.e)

Proposed rule to read

2.2. e) Heats will be run in the following sequence for the 5 qualifying rounds:

Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Round 2: 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5
Round 3: 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,
Round 4: 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5
Round 5: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15

Remark: The actual scheme doesn't fit with the groups (packages) we do have: those are 1-5, 6-10 & 11 to 15, at round 2 we break the package 1 and heats 4 & 5 have the track in much different conditions, better or worse than heats 1,2,3. same happens with round 3 and package 2 (splitting its inner heats) and round 5 and package 3.

With the proposed wording all heats inside each package have always the most similar conditions and package 1 and 2 have the right to have fresh track twice while package 3 only 1, (package 3 are the non better drivers after practice, so a slight difference can be admissible as far as we have only 5 rounds and not 6)

Proposed by: EFRA Section Chairman

Seconded by: Austria **Not Seconded**

An amendment was proposed by France

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Round 2: 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5
Round 3: 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,
Round 4: 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5
Round 5: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Seconded by B.R.C.A.

Passed Unanimously **Passed with** for,

Rejected with for,

The original proposal, together with the amendment:

Passed Unanimously **Passed with** for,

Rejected with for,

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

2.3. TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of three rounds. 1st round 15 minutes duration and only the 2nd and 3rd practice will count for reseeding. These rounds will be of 10 minutes duration with the last 5 minutes timed. Announced as rule 2.2. **Best 3 consecutive laps inside those last 5 minutes may be used for reseeding purposes.**

Results of the timed practice will be published (laps and times).

Points will be awarded according to the result **selected for reseeding** in each round.

The best point results scored in these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds.

After time practice and subject to frequencies and common sense the top 50/60 drivers will be placed in the first 5 heats with equal number of each country up to a maximum of 4 drivers in each heat.

The first 5 drivers take 1st place in the first 5 heat heats, next 5 in second place and so on. Use this system to include 130/180 drivers and avoid small teams being placed in the same heat.

Remark: This system of the best 3 consecutive laps achieved has been used at 2 international events, European Championship B and GP EFRA in Norway with great success.

It helps to have more proper practice time, the race must not start until qualification, actually only the very first one is pure practice, second and third practice are nearly racing trials with no chances for mistakes.

With this system pressure is not so high, if you make a mistake you still have a chance to keep on searching for a good result, less pressure and more racing friendly allowing you to find trials without too much traffic and it gives the drivers chances to try different things like tires or racing lines.

The wording proposed does not obly to use that system, it gives the organizer the possibility to use it. Other 2 changes are spelling or logical ones.

Proposed by : EFRA Section Chairman

Seconded by: AUSTRIA **Not Seconded**

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

An amendment was proposed by FRANCE

Seconded Norway

Include the mention "The selection of the reeseedng is done by the race director system and must be clearly advised before the start of practice."

Passed Unanimously **Passed with ...7.... for, ...5... against and abstentions.**

Rejected with for, against and abstentions. **Amended**

The original proposal, together with the amendment:

Passed Unanimously **Passed with ...7.... for, ...5... against and abstentions.**

Rejected with for, against and abstentions. **Amended**

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

2.4. QUALIFYING SYSTEM

In each round drivers will score points based on laps and times achieved. For all rounds the maximum number of points given to the fastest driver will be equal to the number of drivers participating to the EC + 5 (five).

2nd fastest will score the maximum minus 2 (two) points.

3rd fastest will score the maximum minus 3 (three) points.

Down to the last position one by one.

If a driver has not completed a lap, no points will be awarded in that round.

In every, round in the event of a tie the points will be equally awarded to each driver and the first driver not tying will get one point less.

In the case of two or more drivers having the same points score the next best score determines position. If still unable to resolve with the next best rounds

then driver with fastest laps and times **in a qualifying attempt** will determine position.

Out of 5 completed rounds 3 to count

Out of 3 and 4 completed rounds 2 to count

Out of 1 and 2 completed rounds 1 to count

Remark: just to make it more clear, it is not the best laps and times out of his best point score, nor neither taking into account practice..., based on experience achieved past year track side with programs showing up a wrong data.

Proposed by : EFRA Section Chairman

Seconded by: **Not Seconded**

WITHDRAWN

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

2.5 FINALS

All finals can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi final proceeding to Main A Final.

"A" series sub-finals will be composed of Odd places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to

quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes.

The top 3 (three)/ 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final.

After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). If the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration.

There will be a final for +40 drivers after the 2 semi finals and before the main final, length of that final will be 20 minutes. Drivers will qualify for that final according to their result achieved at qualification rounds, top 10/12 will have the right to compete at this final except those who have reached the semi finals.

Remark: Our aim is to have the better races in the world, right now we are the only bloc in the world holding their finals on 45 minutes, all others have gone to 60 minutes and when Ifmar worlds comes they are better prepared. Same for semifinals, with 30 minutes length much more alternatives for the best drivers to recover or to make a mistake on set-up.

Proposed by: EFRA Section Chairman

Seconded by: Austria **Not Seconded**

The proposal:

Passed Unanimously **Passed with ...9.... for, ...3... against and1.. abstentions.**
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

2.5 FINALS

FINALS

All **lower** finals **including semi**, can be of 12 cars with 4 cars progressing to next final, and 6 cars from each semi final proceeding to Main Final.

Main Final can be of 13 cars.

Top qualifier (TQ) will progress to the main finale automatically, and be given start number 1. TQ can take part in the 10 minutes warm-up/training before each semi finals.

"A" series sub-finals will be composed of Odd places.....

Remark: The bold text is proposed to be amended to the existing rule.

To be TQ today, means nothing else than to be in the semi A. All other classes for RC-racing, gives the best qualified drivers the advance of directly move to the main final.

We want TQ to be the only one move to the main final directly, and keep everything as today, and keep on giving 6 drivers from each semi also place in the main final. This change will therefore not change anything for the other drivers, except one more driver in the main-final (TQ).

Proposed by : N.M.B.F. Norway

Seconded by: Portugal **Not Seconded****The proposal:**

Passed Unanimously **Passed with for, against and abstentions.**
 Rejected with2. for, ...10... against and1 abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

2.6. TIMETABLE

The timetable for E.C. shall be as follows:

MONDAY: from 13:00 to 18:00 it is advisable to open Registration & Technical inspection

TUESDAY A.M. Registration & Technical Inspection
P.M. 1 round Timed Practice (15 minutes)

WEDNESDAY A.M. 2 rounds Timed Practice (10 minutes)
P.M. **OPENING CEREMONY**
Reseeding of drivers from practice times.

Top 50/60 in 1st 5 heats

51/61 - 100/120 in next 5 heats

101/121 - 140/180 in next 4/5 heats

1 round of timed practice to sort out problems

THURSDAY 3 rounds qualifying
FRIDAY A.M. 2 rounds qualifying
P.M. 1/8192 Finals A & B (A is run first)
1/4096 Finals A & B
1/2048 Finals A & B
1/1024 Finals A & B
1/512 Finals A & B
1/256 Finals A & B
1/128 Finals A & B
SATURDAY 1/64 Finals through to "A" Final
Final to commence 15.30

Immediately after the finish of the Main Final and before drivers leave the drivers rostrum, the unofficial winner must be declared for the public and a symbolic first place award is presented. This award must be returned to the Organisers immediately after the unofficial ceremony.

Official Prize Giving/Reception/Banquet to be held after Main Final at a time to be announced by the Organisers. Banquet Tickets to be sold in advance **if such existing**.

Remark: There is a rule that states that registration is to be done on the day prior to the race, general rule 8.4.1 page 74. Banquet has not been held for years, and opening ceremony is not inside the timetable.

Proposed by: EFRA Section Chairman

Seconded by: Germany

Not Seconded

Passed unanimously

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

3.4 MAINTENANCE

The track surface may only be repaired at the end of qualifying.

The Race Director can authorise repairs, if he considers the track to be unsafe at any time **with the agreement of the referees**.

Remark: non congruent with actual rule 2.2.f inside our own appendix the referees are never a problem if a safety problem is there.

Proposed by : EFRA Section Chairman

Seconded by: BRCA

Not Seconded

Amendment was proposed by France

"and delete rule 2.2.f."

Seconded BRCA

Passed Unanimously

THE PROPOSED RULE IS NEW

OTHER TRACK SPECIFICATIONS

- 3.5.1 A pit lane must be provided that has a convenient and safe entrance and exit to and from the racing surface. It must be separated from the racing surface by a secure barrier. There must be a second barrier of at least the same specifications of the outer barrier between the pit lane and the working pit areas. The design of the pit lane access and exit must be done to prevent high speed racing at the pit-lane.
- 3.5.2 All refueling, repairing, or servicing of cars must be accomplished with the vehicle fully behind the barrier between the pit lane and the working pit area, and not in or over the pit lane. Cars

may be placed on top of the pit wall for servicing provided the wall has been designed so that the car is secure and stable.

Remark: There are no rules for pit lane design

Proposed by : EFRA Section Chairman

Seconded by: Sweden

Not Seconded

Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

4. RACE PROCEDURES

Race procedures shall be as for sections 2 & 3 & 4 - 1:8 scale racing cars (Appendix 1) adapted to the special **characteristics** of the off-road section.

Parc Ferme:

All cars of the the first semi-final will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released **taking into account special circumstances to give the most equal chances to all drivers for repairs and to prepare the cars for the main final.**

Delayed Start:

As long as the starter has not called the cars to the start line, every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay have to start last from the startgrid (11th/13th position), **or from pit lane after all other cars have departed.**

Remark: Small logical changes , first is spelling, second looks only for fair racing and third prevents the impossibility to create a fair position 13.

Proposed by: EFRA Section Chairman

Seconded by:

Not Seconded

WITHDRAWN

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

5.1. GENERAL DIMENSIONS

a) Overall length 730 mm maximum

b) Overall width 310 mm maximum

c) Wheelbase 270 - 330 mm.

d) Overall height measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).

e) Minimum weight is 3 kg for 4 WD and 2,5 kg for 2 WD cars.

f) No other function than steering and throttle/brake are allowed to be operated with the Radio Control by the driver. Any other electronic system placed in the car is not allowed.

g) Wheel overall diameter must be between 75 and 120 mm.

h) The car shall be measured for width by placing it on a flat base material equipped with two side rails of 120mm height. These shall be spaced 310mm apart and constructed in such a way that the car can roll freely between them. The base material must be constructed of high quality components suitably stiffened to prevent distortion. The car must roll forward freely between the side rails with any steer able wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.

Remark: We are using the On Road measures for the side rails of the checking box, Ifmar rules it at 150 mm. for off road now which is more logical for our wheels & cars, the height of both side rails going to 120 mm may help to check that measurement and there is no need to have a higher height. (we have made that proposal to Ifmar as well)

Second part of the proposal is much more sensible, at practical check at technical inspection is rather usual that with toe rear adjustments the roll backwards might be problematic, our cars are not able to be driven backwards, to include the mention forward clarify absolutely the procedure

Proposed by: EFRA Section Chairman

Seconded by: FRANCE

Not Seconded

Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ

Rule 5.3.1 and 2

New wording:

5.3.1 Each motor must be equipped with an exhaust system and an inlet silencer, (no INS for Off Road) to reduce the amount of noise generated by the car.

The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pass all 3 chambers. See enclosed design in appendix 8

The shape of the exhaust pipe has to be of straight revolved (rotated) type. Any other shape like oval, or bend, or in any other form that is not reproducible by a lathe is not allowed (this is to avoid manifolds welded to the muffler)

The design of the separator between the 2nd and 3rd chamber is a simple washer with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, and should be positioned opposite the tailpipe (other dimensions see drawing).

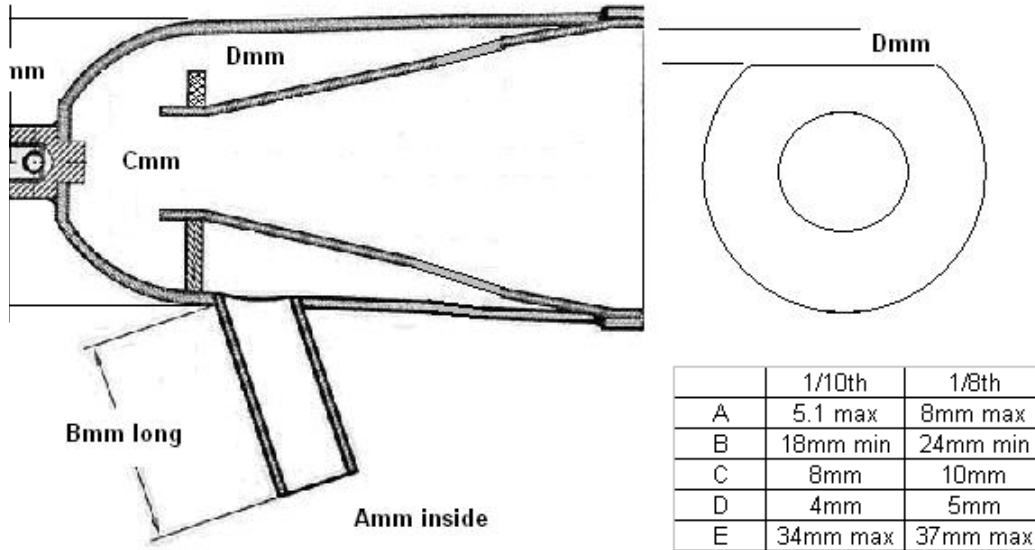
No conical manifolds are allowed, inlet and outlet of the manifold max 13mm measured on the inside (12 mm for 1/10th).

The maximum noise level for a muffler with INS box (no INS for Off Road) is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car. EFRA's definition of a noise level is always final.

Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

This rule will be effective for 1/8th IC as from april 1st 2008 and for 1/10th IC track as from December 31st 2008.

Remark The actual muffler list will be valid for off road ifmar Worlds at Charlotte.



New muffler specifications for 1/8th and 1/10th, starting January 2008
No holes permitted in the first cone. All gasses must pass the 3 chambers.

Remark: Unfortunately due the better motor performances we need to adjust the specifications of the mufflers. At the moment we are well over 87 dB's for a single car, even with the 9901 and a modern motor we make to much noise now.

The existing 3-chamber muffler is now for about 6 years on the marked and the specs need to be reviewed. Without changing the specification the noise will even be bigger next year and this will have its effects on the permits for some tracks. It also has no sense to wait another year although it is a technical change. The majority of manufacturers is capable of producing a new muffler within 10 weeks and they are aware of this change already for more than one year. So the new rule needs to go in on January 2008.

This concerns all three IC classes, 1:8th on road, 1/8th off-road and 1:10th IC track. Also in 1:10th the noise has gone up the last couple of years due to far more horsepower.

Section Chairman remarks: Please pay attention to inlet silencer (INS boxes) and starting date for the rule

Proposed by : EFRA muffler homologation officer

Seconded by: Norway

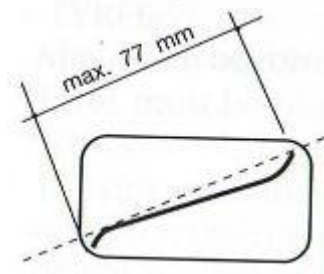
Not Seconded

Passed unanimously

THE RULE SHOULD BE AMENDED TO READ

5.5 WING

Only one wing can be mounted on the car. The wing shall be mounted at the rear of the car, with a maximum overall size 217 mm length, and a chord of no more than 77 mm.



Remark: This is a proposal of complete amendment of the text in the paragraph. The rules do not state if there are allowed with wing mounted in the front at the car. We want it clear in the rules that only one wing are allowed. We also want the way of measuring the width should be the same way as all other classes. This way of measuring, will also increase the height of the wing, and there will not be possible to make the wing higher than what we mean will be reasonable for the class.

Proposed by : N.M.F.B. Norway

Seconded by: B.R.C.A.

Not Seconded

Amended by Norway to the following wording

5.5. WINGS

The rear wing with a maximum overall size 217 mm. length and a chord of no more than 85 mm may be fitted.

Proposed by : N.M.F.B. Norway

Seconded by: Portugal

Not Seconded

Passed unanimously

NOTE: To include the drawing with the correct dimension and no sidedams

THE RULE SHOULD BE AMENDED TO READ

6. NATIONS CUP.

At every European Championship EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. Before the start of the official qualifying rounds each Team Manager will provide the Race Director with a maximum of four (4) names of drivers **which** will represent their country at this Nations Cup. Out of this four drivers the best result in points **according** to their position achieved of three (3) of them will be added **together** and give the result of their National Team.

Remark: Just to correct spelling and grammar.

Proposed by: B.R.C.A. Great Britain

Seconded by: Austria

Not Seconded

Passed unanimously

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

7. TROPHIES

The organizer must furnish, at least, the following trophies for the prize giving ceremony:

- Appropriate trophy for positions 1-2-3 at the 3 standard classifications, Absolute final, **under 17** classification and over 40 final.
- Trophy for positions 4-20/**24** of the Absolute final classification.
- TQ Trophy, to be presented after classification is completed and returned for the final ceremony.
- 3 pairs of plates for the Mechanics of positions 1-2-3 of the Absolute final classification
- 3 set of 5 plates to the Nations Cup positions 1-2-3.

The Trophy of the Nations cup will be kept in deposit by the Winner national

association and returned before the start of the next European Championship.

Remark: Under 17 years is on the general rules, if semifinals are on 24 drivers we may need trophies for those 4 drivers.

Proposed by : EFRA Section Chairman

Seconded by: Switzerland

Not Seconded

Passed unanimously

9. ELECTION OF SECTION CHAIRMAN.

Candidate : Mr Carlos Gomez Spain

As being the only candidate, Dallas M. took the chair and forced the meeting to accept the candidate. And consequently Mr. Carlos Gomez has been re-elected as Section Chairman.

The EFRA Committee has received an application for Vice Section Chairman from SBF proposing Bent Magnussen from Norway as Vice Section Chairman.

The relevant term for that election will be next year, but Mr. Magnussen offering is taking into account.

10. ANY OTHER BUSINESS,

Section Chairman do an IFMAR update on rules and forthcoming event.

From France the FVRC express their concern about a certain black race and the attitude of the S.C.

11. ITEMS FOR GENERAL DISCUSSION.

- Truggy evolution growing up. K.A.E.O.I.
- Rally Game evolution, stable only in few countries
- Recommendations received from Mr. Jean Luc Retornaz:

1

Adjustment of entries numbers

EC A up to 160 drivers & EC B up to 132 drivers so that to have an even numbers of full subfinals.

2

Section must produce:

Minimum track Track specifications, especially for races with more than 150 drivers

Time tables for EC A (150 or 180 drivers) & EC B, including Practice.

3

Organisers applying for more than 150 drivers must give evidence at time of application that their facilities are convenient for such numbers.

4

Due to the complexity of the 1/8 Off Road rules, it is necessary that a clear document explain all the procedure and aspects of lap counting and race management.

Mr. Mick Hill pointed out in he benefit of the Section and its Races the relevance of the printed handbook, after a short explanation everyone was satisfied with the most probable outcome of this subject tomorrow at the General meeting. "to all drivers..."who ask for it".

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 20:15

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Spain



EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

2007 Chairman's report -1/8th I.C. Off Road Buggy

Hello my friends:

The 2007 season is nearly over and it has been intense one.

Officially my season has been the 2 Euros, A & B and the GP EFRA of France and Norway. Really I have been to many other races, and not only in our class, that helps to get inputs from drivers and organizers at all levels.

My first official race of the year was the GP EFRA of France at Auxerre, we did suffer some problems on the inscription list and later on with the weather at the track during Sunday.

We suggested a few improvements to the organizer and figured out that the maximum number of cars at track while racing was to be 12. The number of attendants was 122 and the winner was Mr. Jerome Aigoïn from FVRC.

The first EFRA race of the season was the GP EFRA of Belgium, it was the very first time in years that we come to Belgium for an official EFRA race, 48 drivers were present and victory went for Mr. Jerome Sartel from France. Some small glitches will be focussed for future events.

I insist, something we must keep an eye is to **respect** the weekends of official international racing, it is not fair to place national races on the same weekend, you are blocking your international drivers to attend our meetings and that's not fair, not for the racers nor for the organizers.

The second event I have been to has been the 4th European Championship B at Sand Am Main (Germany) in my birthday weekend, pretty well organized by the Club MSC Sand and the German Association DMC..

The event is raising its quality, acceptance is no longer under any doubt at all, the ambience is quite open and the spirit of racing is felt during the whole weekend. The number of drivers present was up to the limit, 120 drivers. So the event was filled up. The winner and new European Champion B is Mr. Simon Olivier from DMC. My congratulations to all attendants and organizers for a wonderful event, the fight against the effect of the rain was a real huge effort from the club, we will like to say thank you to MSC Sand for putting up a good event..

The main European event of the year was next in calendar, the XXVII EFRA European Championship A at Auxerre (France). Racing was good, even more, close to excellent, the club was prepared against bad weather and so that they were able to avoid the problems caused by severe storm with nearly no influence over the races, many thanks to the Auxerre club. Winner was Mr. Robert Batlle from AECAR. with 180 drivers present coming from 15 different countries.

Last on my season was the EFRA GP of Norway in the middle of August, 65 drivers were present at Skien, the weather was rather not so friendly and became worse during the main final with probably some influence over the final result, the winner was Ronny Arnesen from NMF.

The final race on the EFRA calendar was the EFRA GP of Italy held at Monsummano in September, poor attendance with only 31 drivers, less than 10 coming from abroad. Winner was Davide Tortorici from Amsci.

The previous improvements from the year before worked perfectly, +40 final, finals on 12 cars and similar.

Lets study the new things coming out this year: The first innovation, was the Nations cup, it worked well and it will progress in the future.

The first official +40 eurofinal inside the EFRA European Championships was also put in place, attractive for the “young” people and helps the organizers to keep the show going on while the main finalist prepare their cars.

Trophies for mechanics has been also an innovation, included in the list of trophies which was an innovation by itself, helping the organizers.

My personal impression is that the innovations had worked quite well.

Last year I wrote in my report “more than 350 drivers competing in the EFRA events”, that is pure history; the figure this past year has been higher, we do have 439 names on the unofficial ranking list with more than 415 drivers competing at EFRA races on the 2007 season.

Improvements we may look forward?

We want better races, we want to have the best races possible to offer to our drivers. To race an EFRA event must mean that the standard is at European level.

No show- up at track side had improved but we still have some minor problems, we must keep on following this item in the future.

Worlds will come next year and we need to take the title back to Europe, we need to send there the best possible team .

And I repeat 2 mentions of the past year

We must respect the EFRA calendar.

We need big races inside the EFRA calendar.

Joined to this report you will find:

- 1.- Results out of all EFRA Races 2007 season.
- 2.- EFRA Ranking list (non official one) as 1st -November-2007
- 3.- List of drivers not allowed to participate in Euro B 2008.

With my best wishes for the upcoming 2008 season

Your friend and Section Chairman

Carlos Gomez