



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Holiday Inn Brussels**  
**Belgium**  
**31 October and 1st of November 2009**

**Minutes 1:8 IC Buggy**

**SATURDAY 31st of OCTOBER 2009**

**1. CHAIRMAN'S WELCOME**

Mr. Carlos Gomez

The Chairman opened the meeting at 14:00

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Cyprus, Czech Rep., Estonia, Hungary, Ireland, Lithuania, Russia and Slovak Rep.

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Martin Krcal							
BELGIUM								
BULGARIA								
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND	Jussi Luopajarvi							
FRANCE	Bernard Grubis							
GEORGIA								
GERMANY	Norbert Rasch							
GREAT BRITAIN	Kevin Griffin							
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY	Riccardo Acciari							
LITHUANIA								
LUXEMBOURG								
MONACO								
NORWAY	Frank Lyder							
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN	Alfonso Pineda							
SWEDEN	Christina Suneson							
SWITZERLAND	Max dela Casa							

TURKEY								
<b>TOTAL</b>								

Other persons present:  
Vice Section Chairman: Alex Fellner  
Efra Hon. Life Vice President Jean Luc Retornaz  
Efra Hon. Life Vice President, Mick Hill.  
Andi Kramer from AM LRP  
Janet Hill and Sue Griffin

### 3. MINUTES OF 2008 SECTION MEETING

1st -2<sup>th</sup> of November 2008— Lyon, France

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2008.

The following person has been elected to check the minutes of this year: Alfonso Pineda from Spain

### 4. CORRESPONDENCE RECEIVED

See Chairman's report.

### 5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman.

The deposits were voted to be returned in full.

### 6. PRESENTATIONS FOR APPLICATIONS EC 2011 AND GP'S 2010 & successive

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, no other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
April 2010	May 2010	GP	Italy	Alberobello (Italy)
7-9 May 2010	9-11 April 2010	GP/IR	Portugal	Maçainhas (Guarda) (POR)
1-2 May 2010		GP/IR	Spain	Valladolid (Spain)
2nd WE May 2010		GP	France	Stade Lucien FICHAT Zone Cargo Port 69125 LYON Saint Exupéry
<b>2011</b>				
May 2011		GP	France	Parc des Sports René TOMASINI Allée du Roi de ROME 27700 LES ANDELYS
June 2011		EC "B"	France	Stade Lucien FICHAT Zone Cargo Port 69125 LYON Saint Exupéry
			Italy	

June 2011		EC B		Monsummano Terme
July 2011		EC A	Italy	Alberobello
July 2011	2012	EC A	Germany	MSC Sand
2011	2012	EC-B	Austria	<b>WMW RC-BUGGY-RACING CENTER FEHRING</b> Fabrikstrasse 8350 FEHRING <b>South-East Styria – AUSTRIA</b>
June 2012		EC "B"	France	Parc des Sports René TOMASINI Allée du Roi de ROME 27700 LES ANDELYS

Finland has asked the Section Chairman the possibility to incorporate into the race calendar an International Race to be run in conjunction with the FIA WRC 1000 Lakes Rallye late July . The floor accepted unanimously such introduction. And the Section Chairman gave to other member countries the same possibility to introduce events, that will be considered secondary. It was voted for the candidates for the ECs 2011.

Results:

EC B 1.st vote: France 27, Austria 25, Italy 13

EC B 2.nd vote: France 7, Austria 3

So the EC B 2011 will be at Lyon France with 120 drivers and Marshalling will be done by the drivers.

EC A Vote: Germany 7, Italy 3

So the EC A 2011 will be at Sand am Main Germany with 180 drivers and Marshalling done by drivers

After some adjustment of applications the calendar is following one:

#### Final Race calendar 2010

Year/Date	Status	Country	Venue
12.-14. Feb.	WC-Warm Up	Thailand	Pattaya
2.-5. April	IR Indoor	GB	Newport Neobuggy
9.-11. April	GP / EC A Warmup	Portugal	Maçainhas (Guarda) (POR) <a href="http://www.osbeiroes-rc.com/">http://www.osbeiroes-rc.com/</a>
1.-2. May	IR	Spain	Circuito de Terradillos (Terradillos Track) Valladolid <a href="http://www.atvracing.net">http://www.atvracing.net</a>
7.-9. May	GP	France	Stade Lucien FICHAT Zone Cargo Port 69125 LYON Saint Exupéry <a href="http://www.camse.net">http://www.camse.net</a>
11.-13. June	EC-B	Spain	Circuito de Terradillos (Terradillos Track) Valladolid <a href="http://www.atvracing.net">http://www.atvracing.net</a>
5.-10. July	EC-A	Portugal	Maçainhas Track – Guarda <a href="http://www.osbeiroes-rc.com/">http://www.osbeiroes-rc.com/</a>
31. July – 1. Aug.	IR	Finland	FIA WRC
10.-12. Sept.	GP	Germany	Welden <a href="http://www.mc-welden.de">http://www.mc-welden.de</a>
8.-10. Oct.	IR Indoor	Italy	Padova
8.-14. Nov	Worlds	Thailand	Pattaya

## Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2011 / June		EC-B	France	Stade Lucien FICHAT Zone Cargo Port 69125 LYON Saint Exupéry
2011 / July		EC-A	Germany	MSC Sand

## 7. ALLOCATIONS

The Section Chairman asked the members about their desires and proposes to the meeting the following allocations:

COUNTRY	PRESENT	Worlds Re.2 Order	ECB	ECB Re	ECA	ECA Re	World	World Re. first
AUSTRIA		5	8		12		2	3
BELGIUM								
BULGARIA								
CROATIA								
CYPRUS								
CZECH REP.		1	5		6		3	4
DENMARK		12	2		2		1	2
ESTONIA			7		3			
FINLAND		4	2		10		2	4
FRANCE		3	17		16		5	6
GEORGIA								
GERMANY		2	13		13		3	4
GREAT BRITAIN		6	10		20		5	6
GREECE					4			
HOLLAND		11	1				1	1
HUNGARY			2		1			
IRELAND			2		2			
ITALY		14	10		18		5	6
LITHUANIA			1					
LUXEMBOURG								
MONACO								
NORWAY		9			7		2	3
POLAND			2		3			
PORTUGAL		10	11		20		3	4
ROMANIA								
RUSSIA			4		3			
SLOVAK REP.		13			2		1	1
SLOVENIA								
SPAIN		8	25		20		5	6
SWEDEN		7	6		11		4	5
SWITZERLAND			4		4			
TURKEY								
<b>TOTAL</b>			<b>132</b>		<b>177</b>		<b>42</b>	<b>55</b>

Allocations were made to each country as printed in this table. Adjustments can be done before 15<sup>th</sup> December 2009. The reallocation order is for worlds entries over 55.

## 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:

#### Appendix 2 1.6

**Existing Rule:** 1.6. Allocations lists with reallocations for EC A & B to be published on EFRA website: March 30<sup>th</sup> and May 30<sup>th</sup> each year.

**Proposal:** 1.6. Allocations lists with reallocations for EC A & B to be published on EFRA website: ~~March 30<sup>th</sup>~~ **1<sup>st</sup> of May** and May 30<sup>th</sup> each year.

**Remark:** *The actual wording goes against all procedures (rules 6.2.2 & 6.2.3 at page 57) and becomes impossible.*

**Proposed by EFRA Section Chairman**

**Seconded by: OFMAV**

**Not Seconded**

**The proposal: was amended by France seconded by BRCA**

1.6. Allocations lists with reallocations for EC B & A to be published on EFRA website: ~~March 30<sup>th</sup>~~ **1<sup>st</sup> of May** and May 30<sup>th</sup> each year.

**The amended proposal:**

**Passed Unanimously**  **Passed with .....** for, .....

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### THE RULE SHOULD BE AMENDED TO READ:

#### Appendix 2. 2.c

**Existing Rule:** 2.2. QUALIFICATION HEATS:

...//...

c) Starting for qualifying will be with 'Flying start'. The track will be opened with a 3 minute warning to the start, this will be announced through the sound system, you will also get the time "1 minute to start", "30 seconds to start" and "10 seconds to start".

The announcement: "Clock is running" will indicate that the heat has started.

**Proposal:** 2.2. QUALIFICATION HEATS:

...//...

c) Starting for qualifying will be with 'Flying start'. The track will be opened with a 3 minute warning to the start, this will be announced through the sound system, you will also get the time "1 minute to start", "30 seconds to start" and "10 seconds to start". **Deliberate stops waiting for the signal at the track and cutting the track to find a better position in it are infringements to be penalized.**

The announcement: "Clock is running" will indicate that the heat has started.

**Remark:** *Those 2 situations are non desired ones and we have to avoid those, To put a time limit to cut the track (In example the call "1 minute to the start") has proven to work properly as well.*

*Proposed by EFRA Section Chairman*

**Seconded by: Italy**

**Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with 6.... for, 4... against and .....** abstentions.

**Rejected with .....** for, .....

**Amended**

**THE RULE SHOULD BE AMENDED TO READ**

**Appendix 2 2.5**

**Existing Rule: 2.5** After the finish of the quarter finals each semi finalist A and B is entitled to 10 minute practice time

**Proposal:** After the finish of the **1/8th** finals each semi finalist A and B is entitled to 10 minutes practice time **with numbers and appropriate radio frequencies.**

**Remark:** *This would not affect the overall timetable, but ensure that only the direct qualifiers to the semi finals Have a practise, which was the original intention for the rule - currently the ¼ finalists who progress To the semi finals have an additional practise on top of their quarter final, so they have even more Track time which we feel is an unfair advantage. Placing the semi practise after the 1/8th finals also Gives the drivers more time for them to prepare their cars for the actual race.*

**Proposed by: BRCA Great Britain**

**Seconded by: Italy**  **Not Seconded**

**The proposal:**

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

**Rejected with 4 for, 6 against and 0 abstentions.**  **Amended**

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**THE RULE SHOULD BE AMENDED TO READ:**

**Appendix 2.3.a**

**Existing Rule: 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. The selection of the reseeding system is done by the race director and must be clearly advised before the start of practice.  
Results of the times practice will be ...//...

**Proposal:** **TIMED PRACTICE SYSTEM**

a) The practice for drivers will only be run in the way of **four three** rounds. 1st round **10 minutes duration, second one** 15 minutes duration and only the **2nd 3<sup>rd</sup>** and **4<sup>th</sup> 3<sup>rd</sup>** 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 **or the complete 5 minutes** may be used for reseeding purposes. The selection of the reseeding system is done by the race director and must be clearly advised before the start of practice.  
Results of the times practice will be...//...

**Remark:** *Drivers are interested in more practice track time, it equals the chances of everyone. Actually we are doing the Technical inspection the whole Tuesday day and we are doing Registration also on Monday afternoon making easy to have more practice on Tuesday.*

**Proposed by: EFRA Section Chairman**

**Seconded by: SRCCA Switzerland**  **Not Seconded**

**The proposal:**

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

**THE RULE SHOULD BE AMENDED TO READ:**

**Appendix 2.6**

**Existing Rule:** 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)

...//...

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.

**Proposal:**

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 + **1 round Timed Practice (10 minutes)**

P.M. 1 round Timed Practice (15 minutes)

WEDNESDAY A.M. 2 rounds Timed Practice (10 minutes)

...//...

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:**

*Adaptation of the timetable to the 4<sup>th</sup> round of practice and getting ride of a rule actually at general rules. Duplicity is not the name of the game.*

**Proposed by:** EFRA Section Chairman

**Seconded by:** AECAR Spain

Not Seconded

**The proposal:**

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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

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**THE RULE SHOULD BE AMENDED TO READ:**

**Appendix 4.2**

**Existing Rule:**

4.2 Unless the hosting club does not provide Marshals, Marshalling during practice and qualifying is done by the drivers, (only drivers participating must marshal due to insurance implications) who would marshal the race after their own and so on. For finals large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none. (But may volunteer to help) The marshal on designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.

**Proposal:**

4.2 Unless the hosting club does not provide Marshals, Marshalling during practice and qualifying is done by the drivers, ~~(only drivers participating must marshal due to insurance implications)~~ who would marshal the race after their own and so on. **Marshalls must use the safety jackets.** For finals large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none. (But may volunteer to help) The marshal on designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.

**Remark:** Really most of the marshal rules are covered at General part, at our class is the only mention to insurance implications which is not true at all countries and it is a nonsense (giving clues for possible claims???), At the 1/8<sup>th</sup> class the Safety jackets helps to see posts covered or uncovered due to large size tracks.

**Proposed by: EFRA Section Chairman**

**Seconded by: AKK Finland**  **Not Seconded**

**The proposal:**

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

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

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**Proposal:** 4.2 Unless the hosting club provides Marshals, Marshalling during practice and qualifying **must be** done by the drivers, ~~(only drivers participating must marshal due to insurance implications)~~ who would marshal the race after their own and so on. **Marshalls must use the safety jackets.** For finals large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none. (But may volunteer to help) The marshal on designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.

**Proposed by: France**

**Seconded by: Switzerland**  **Not Seconded**

**The proposal:**

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

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

**Remark:** If the General Rule for Marshalling will be accepted by the Main Meeting, this rule will deleted, unless the rule will be amended to much.

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#### **THE RULE SHOULD BE AMENDED TO READ:**

##### **Appendix 5.1.h**

**Existing Rule:** 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 flat base shall be placed with an inclination of 20°. 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.

**Proposal:** 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 flat base shall be placed with an inclination of 20°.~~ 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:** . Mistake at transcription of the rules to the handbook, this was not accepted at the last EFRA AGM, Although it has been in use at IFMAR and will be in force next Worlds in Thailand.

**Proposed by EFRA Section Chairman**

**Seconded by: BRCA Great Britain**  **Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with ...9....** for, ...1... against and ..... abstentions.

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**THE RULE SHOULD BE AMENDED TO READ:**

**Appendix 5.2.d**

**Existing Rule:** 5.2.d) Any tank and fuel line up to the carburettor found to be illegal (more than 125,00 ml) after a heat or final, shall be removed from the car and inspected for a second time after an initial "cool down" period of fifteen (15) minutes. This "cool down" period is only necessary in the case of air temperatures above 20 degrees Celsius.

**Proposal:** ~~5.2.d) Any tank and fuel line up to the carburettor found to be illegal (more than 125,00 ml) after a heat or final, shall be removed from the car and inspected for a second time after an initial "cool down" period of fifteen (15) minutes. This "cool down" period is only necessary in the case of air temperatures above 20 degrees Celsius.~~

**Remark:** . This rule is the same as the one in the general rules 8.7.3 page 67. as said before duplication is not the name of the game

**Proposed by EFRA Section Chairman**

**Seconded by:** AECAR Spain  Not Seconded

**The proposal:**

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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

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**THE RULE IS NEW:**

**Appendix 5.9**

**Proposal:** **FUEL**  
Fuel may only contain methanol, oil/lubricant and nitro methane. Maximum of 30% of nitro is allowed.

**Remark:** . Currently there is no rule regarding fuel in the book.

**Proposed by :** AKK FINLAND

**Seconded by:** BRCA  Not Seconded

**The proposal:**

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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

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The Section Chairman reads an e-mail from AM RB-Products related to this specific Subject.

After deep considerations the rule is Ammended to:

Appendix 5.7

Proposal: Exact wording like rule 5.20 of Appendix 1 page 86 of the EFRA Handbook 2009  
(Fuel Rule 1:8th On Road)

Proposed by : OFMAV Austria

Seconded by: BRCA

Not Seconded

The proposal:

Passed Unanimously  Passed with ...6.... for, ...3... against and ...1... abstentions.

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## 9. ELECTION OF SECTION CHAIRMAN

Candidates to be presented themselves prior to any voting.

1:8 IC BUGGY CHAIRMAN Carlos Gomez willing to re-stand

Carlos Gomez was elected unanimously.

## 10. ANY OTHER BUSINESS,

## 11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman stated his concern with the battery connectors.

It was clearly stated that the new fuel rule will enter in force 1<sup>st</sup> January 2011.

It was mentioned as well, that the Tyre width rule approved last year will enter in force 1<sup>st</sup> January 2010.

The meeting was closed at 18:50