



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn Brussels
Belgium
6/7th of November 2010

Agenda 1:8 IC Buggy

SATURDAY 6 NOVEMBER 2010

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

The Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re D	EC B Re ord	ECA	ECA Re D	ECA Re ord
AUSTRIA								
BELGIUM								
BULGARIA								
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LITHUANIA								
LUXEMBOURG								
MONACO								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								

TURKEY								
TOTAL								

Other persons present:

3. MINUTES OF 2009 SECTION MEETING

31st of October -1th of November 2009— Brussels, Belgium

Matters arising from the minutes:

BEWARE

The minutes were checked and accepted as written at the AGM 2009.

The following person has been elected to check the minutes of this year:

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman

6. PRESENTATIONS FOR APPLICATIONS EC 2012 AND GP'S 2011 & 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
April 2011	May 2011	GP	Italy	Castelnuovo Calcea - Asti
22 nd – 25 th April 2011		International Indoor Race	UK	Harper Adams College Telford Shropshire UK
13/14/15 May 2011		GP Warm up	Germany	MSC Sand
13/14/15 May 2011		GP	France	Chemin des trois Fontaines 51100 REIMS
June 18-19	2011 Mai	GP	Czech Rep	533 74 Horní Jelení CZECH REPUBLIC
1-6 August		EC-A	Germany	MSC Sand
6 th – 7 th August		International	Northern Ireland	9 Rock Lane Aghalee Craigavon BT76 0AX N.Ireland
2011		EC-B	France	Lyon St. Exupery
2011		EC-B	Switzerland	Oberbüren Switzerland

2012				
2012 June 23 - 24	2012 Mai	EC "B"	Czech Rep	533 74 Horní Jelení CZECH REPUBLIC
2012 June		EC-B	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING
July 2012		EC A	Italy	Sacile (PN)
June 2012		EC B	Italy	Monsummano Terme
2012		EC-B	Portugal	Maçainhas (Guarda)(PT)
Note from Section Chairman: applications for 2014 IFMAR Worlds will not be accepted until next year.				
2014		WC IFMAR	Austria	MSV Wölbling Austria 3124 Wölbling

Final Race calendar 2011

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

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

7. ALLOCATIONS

The Section Chairman propose to the meeting the following allocations (rule 3.6.4, page 58 of the EFRA Handbook)

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA								
BELGIUM								
BULGARIA								
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								

GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LITHUANIA								
LUXEMBOURG								
MONACO								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
TURKEY								
TOTAL								

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

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.

APPENDIX 2 1/8th SCALE IGNITION OFF ROAD CARS

THE RULE SHOULD BE AMENDED TO READ:

1.1.

Existing Rule:

The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA AGM annually. According the following table.

	GP	EC B	EC A	EC A+
Days	Fri./Sun.	Fri./Sun.	Mon./Sat.	Mon./Sat.
Min/MaxNb of drivers	120 max	120 max	130/150	150/180
The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.				
Recommended Date	2nd weekend of the month	2nd weekend June	2nd weekend July	2nd weekend July
Compulsory License	EFRA or National	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	YES
Restrictions	NO	See 1.5	NO	NO

Proposal:

change the 120 limits to 120/144
include a 5th column EUROINDOOR
Fri./Sun.
Date: 2nd week from October-December & Jan-March.
Licence: EFRA
Restrictions : NO

Remarks:

There is a demand for winter racing, normally it should be indoor. a 3 days event will be enough wit a similar format of euro B

Proposed by EFRA

Seconded by: Not
Seconded

The proposal: Passed Unanimously Passed with for, against and
abstentions.

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

1.3.

Existing Rule: For allocation and re-allocation procedures see 3.6. and 6.2.

Proposal: The first 12 drivers from the section ranking by AGM date have automatically a allocated place for the next A European Championship and World Championship if there is a WC in that year. (Exception on General rule 3.6.1).

Section ranking will be made based on the results of the last 2 ECA, last World Championship event and the best result at an EFRA Grand Prix of the year. ECB will be considered to this purpose as an EFRA Grand Prix.

Remarks: For allocation and re-allocation procedures see 3.6. and 6.2.

There are 2 sections actually with this rule on 20 drivers, 1/10th IC Track and Large Scale...12 drivers is seen as a more fair figure than 20.

There is a key mention at General Rules. "Subject to the approval of their national federation for these drivers" (that is the mentioned rule 3.6.1)

The situation for World championships forces non-fair situation with countries with good drivers, which also causes problems to the EFRA result at IFMAR events losing chances of winning that for Europe.

Proposed by EFRA

Seconded by: Not
Seconded

The proposal: Passed Unanimously Passed with for, against and
abstentions.

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

2.3.

Existing Rule: TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of four rounds. 1st round 10 minutes duration, second one 15 minutes duration and only the 3rd and 4th 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 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 place 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 place in the same heat.

b) Only timed practice in heats must be allowed.

Proposal: TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of four rounds. 1st round 10 minutes duration, second one 15 minutes duration and only the 3rd and 4th 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 timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best **single point result scored out of** these two rounds

will be used to sort drivers by performance and to reseed them before the real qualifying rounds. **In event of a tie second result will be taken into account to solve the tie.** 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.

b) Only timed practice in heats must be allowed.

Remarks: It has been nearly always a problem of interpretation if the meaning of the rule was to add the two results or not, rule was created for NOT, only to take the best one, just in case of a tie, (a lot of ties always) second result will be taken into account to solve the tie. Two small spelling mistakes solved as well : "Results of times parctice" substituted by "Results of timed practices"

Proposed by EFRA

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

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

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule: 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 placed 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.

Proposal: add at the end:
**Special rules for EUROINDOOR Championship:
format of Euro B with the following modifications:
All subfinals will be of 15 minutes duration.
Main final on 30 minutes duration
there will be not +40 final.
TQ driver will classify directly for the main final. TQ driver will practice at both practice of semifinals, A & B.
Bump-up for the main final will be 5+5 (4+4 in event of a 10 drivers final), the remaining spot will be decided on a race of 10 minutes duration, after 15 minutes preparation time.**

Remarks: Reduction on duration is based of fumes situation, it also allows a more friendly timetable for finals. TQ going direct to the finals, gives the correct value to the TQ man and to his effort in obtaining such. With the 2 practices (before he had to choose 1 practice) he compensates the knowledge of the track achieved by the others running semifinals.
The extra-spot in the final to be decided on a thrilling last chance race makes possible to pass to the final to a driver suffering problems at early stage of semifinal or any other not directly bumping-up.

Proposed by EFRA

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

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

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

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 placed 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.

Proposal:

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 placed 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). **TQ driver after qualifying will have the right to practice at both semifinals.** First semifinal to start not sooner than 15 minutes after the end of practices 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.

Remarks:

There is another proposal for the indoor EC, but to give more incentive to the TQ position is something needed at our EFRA races. To give him double practice can be a way, while we see if direct pass to the final works or not. To make this work we have to create some room for repairs or changes needed so that the minimum time of 15 minutes (fits normally with some lunch tome for lapcounters and referees and other officials).

Proposed by EFRA

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

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

THE RULE SHOULD BE AMENDED TO READ:

3.4.

Existing Rule:

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.

Proposal:

MAINTENANCE

The track surface may only be repaired at the following moments:

Any time at the end of any practice round during practice days, and after the practice and before the qualifying rounds.

At the end of day one of qualifying.

At the end of qualifying and/or at the end of the second day 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.

Remarks:

With the new formulation the track can be kept in better conditions during the whole event, and changes due to repairs are fair to everyone.

Proposed by EFRA

Seconded by: o Not
Seconded

The proposal: o Passed Unanimously o Passed with for, against and
abstentions.

o Rejected with for, against and abstentions. o
Amended

THE RULE SHOULD BE AMENDED TO READ:

4.

Existing Rule:

RACE PROCEDURES

Race procedures shall be as for sections 2 & 3 & 4 of Appendix 1 up to § 4.8 included.

In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.

	A	B	
Final	Not Raced	Not Raced	↑ Ranking Qualifikation
....	Not Raced	Not Raced	
Sub Final N	Not Raced	Raced and void	
Sub Final N-1	Raced	Raced	↑ Ranking Sub finals
....	Raced	Raced	
Sub Final N-x	Raced	Raced	

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 at the same time.

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 position).i

Proposal:

RACE PROCEDURES

Race procedures shall be as for sections 2 & 3 & 4 of Appendix 1 up to § 4.8 included.

It is forbidden to cut the track during the warm-up minutes and it is forbidden to overtake while formation lap is on progress (if existing).

In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.

	A	B	
Final	Not Raced	Not Raced	↑ Ranking Qualifikation
....	Not Raced	Not Raced	
Sub Final N	Not Raced	Raced and void	
Sub Final N-1	Raced	Raced	↑ Ranking Sub finals
....	Raced	Raced	
Sub Final N-x	Raced	Raced	

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 at the same time.

Delayed Start:

As long as the starter has not called the cars to the start line (**30 seconds to the start call**), 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 **or 13th** position).

Remarks:

The finals have not the rule for cutting the track before the start and it is a pure incongruence, rules must be consistent and formation lap must be like that, a formation lap, not a competition lap so overtaking must be forbidden.

To define the moment of the call to start line (30 seconds call) make fixed the limit moment ot ask for a delayed start.

adding the mention to 13th spot on the grid corrects an omission.

To delete the last "i" after final point of the rule is to clean a typo mistake,

Proposed by EFRA

Seconded by: o Not
Seconded

The proposal: o Passed Unanimously o Passed with for, against and
abstentions.

o Rejected with for, against and abstentions. o
Amended

THE RULE SHOULD BE AMENDED TO READ:

5.1.

Existing Rule:

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 3.200 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 109 and 120 mm. Wheel overall width 47 mm. maximum

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.

Proposal:

Add a new letter after h) :

i) The front of the vehicle chassis must be equipped with a plastic bumper (no metal at all) in such a manner that it will minimise a damage in the case of it enters into contact with other participants, marshalls or any person.

The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.

Remarks:

At last Euros A we saw front bumper with metal parts on it, and same at the rear part, we have to avoid this, it is going against any safety regulation.

Proposed by EFRA

Seconded by: o Not
Seconded

The proposal: o Passed Unanimously o Passed with for, against and
abstentions.

o Rejected with for, against and abstentions. o
Amended

THE RULE SHOULD BE AMENDED TO READ:

5.4.

Existing Rule:

TYRES

All tyres must be black with the exception of side wall lettering, and the application of any additives is strictly forbidden.

No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.

Proposal:

TYRES

All tyres must be black with the exception of side wall lettering. ~~and the application of any additives is strictly forbidden.~~

No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside

Remarks:

The use of additives was alleged at Guarda track during the last Euro A. intensive checking was done and it was impossible to detect it at all.
To have a rule that can be cheated without any possibility of being firmly detected is a non-sense.
Keep on mind that any producer can incorporate to a determined bunch of tyres an additive directly from factory, so it is not an "application" of additives.
There are national rules without this sentence and so that the drivers from this countries may know more than others in regards of this.

Proposed by EFRA

Seconded by: **o Not Seconded**

The proposal: **o Passed Unanimously o Passed with for, against and abstentions.**

o Rejected with for, against and abstentions. o Amended

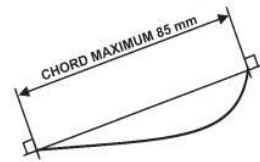
THE RULE SHOULD BE AMENDED TO READ:

5.5.

Existing Rule:

WINGS

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



Proposal:

WINGS

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

-The multiplans wings are authorized

- The width of 85 mm is measured between the lower leading edge and the higher trailing edge.

The side damms of the wing must have a maximum horizontal width of 100 mm and a maximum height of 60 mm.(irrespective of the orientation)

- The single of multi plans wing must be registered inside the contour of the side damms. - The wing and the side damms must be made out of flexible material with angles rounded.

Remarks:

This is a transcription of the french FVRC rule in regards of wing and side damms. It is a good regulation as far as we are starting to see huge side damms without any limit.

Proposed by EFRA

Seconded by: **o Not Seconded**

The proposal: **o Passed Unanimously o Passed with for, against and abstentions.**

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

5.7.

Existing Rule:

Fuel may only contain methanol (methyl alcohol), lubricating oil, a small content of anti corrosion chemicals and a maximum of 25% nitro methane in volume. The specific gravity of the mixture may not be heavier than 0.91. An EFRA approved fuel tester, e.g. Nitromax 25 will be available to verify fuel's conformity to the rules at technical inspection. Any violation with fuel which means any proof of the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event.

Proposal:

Fuel may only contain methanol(methyl alcohol), lubricating oil, a small content of anti corrosion chemicals, and nitro methane.

Remarks:

The instrument used is not safe, and does not identify all the components.
The rules are only effective if they completely controlled.

Proposed by AMSCI

Seconded by: Not
Seconded

The proposal: Passed Unanimously Passed with for, against and
abstentions.

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

7.

Existing Rule:

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.

Proposal:

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-~~10~~**12** 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.

Remarks:

To give trophies to 24 people makes trophy presentation long, top 12 should be mandatory, the rest from 13 to 24 up to the desire of the organizer.

Proposed by EFRA

Seconded by: Not
Seconded

The proposal: Passed Unanimously Passed with for, against and
abstentions.

Rejected with for, against and abstentions.
Amended

9. ELECTION OF SECTION CHAIRMAN

Candidates to be presented themselves prior to any voting.

1:8 IC BUGGY Vice CHAIRMAN Alexander Fellner willing to re-stand

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.