



# EFRA ANNUAL GENERAL MEETING

HOTEL Holiday Inn Brussels

Belgium

5/6th of November 2011

## Minutes 1:8 IC Buggy

SATURDAY 5 NOVEMBER 2011

### 1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

The Chairman opened the meeting at 13:35

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from: Hungary, Greece, Ireland; Slovak Republic, Czech Rep., Russia

Member Countries presents, section subscription, allocations etc:

AUSTRIA	Thomas Pilsits													
BELGIUM														
BULGARIA														
CROATIA														
CYPRUS														
CZECH REP.														
DENMARK	Erik Skou													
ESTONIA														
FINLAND														
FRANCE	Bernard Grubis													
GEORGIA														
GERMANY	Norbert Rasch													
GREAT BRITAIN	Kevin Griffin													
GREECE														
HOLLAND														
HUNGARY														
IRELAND														
ITALY	Roberto Cairo													
LITHUANIA														
LUXEMBURG														
MONACO														
NORWAY	Ken Skalleberg													
POLAND	Jacek Ochocinski													
PORTUGAL	Helder Barros													
ROMANIA														
RUSSIA														
SLOVAK REP.														
SLOVENIA														
SPAIN	J.A. Pineda													
SWEDEN														
SWITZERLAND	JP Meierhofer													
TURKEY														
<b>TOTAL</b>	<b>11</b>													

Other persons present: Janet and Mick Hill, from LRP Andi Kramer, J. Aebi, Jean Luc Retornac

### 3. MINUTES OF 2010 SECTION MEETING

6<sup>th</sup> - 7<sup>th</sup> of November 2010— Brussels, Belgium

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2010.

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

### 4. CORRESPONDENCE RECEIVED

This item is dealt with within the Chairman’s report.

### 5. CHAIRMAN’S REPORT

A full report of the Season is presented by Section Chairman

It has been decided to return all deposits in full.

### 6. PRESENTATIONS FOR APPLICATIONS EC 2013 AND GP’S 2012 & 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.

Austria made a report how they will organize the EC-A 1:8 Off Road and the EC 1:10 electric Buggy in the same year at the same venue. The meeting voted with 7 to 4 to stay with the event at Austria.

2012		GP	France	Chemin des trois Fontaines 51100 REIMS
2012 May		GP	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING
2012 August		EC-A	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING
2012 September		GP	Italia	Castelnuovo Calcea – ASTI
<b>2013</b>				
2013		EC A	France	Reims enduro model Chemin des trois Fontaines 51100 REIMS
2013		EC-B	Portugal	Freixedas – Pinhel
2013 July		EC A	Italy	Sacile (PN)
<b>2014</b>				
2014		WC IFMAR	Austria	MSV Wöbling Austria

				3124 Wöbling Rhein Main Circuit Am Schindberg 23 65474 Bischofsheim www.rhein-main-circuit.de
2014		WC IFMAR	Germany	
2014		WC IFMAR	France	Reims enduro model Chemin des trois Fontaines 51100 REIMS
2014		WC IFMAR	Portugal	Freixedas – Pinhel
2014		WC IFMAR	Spain	Club de Automodelismo RC de Orihuela Complejo Deportivo Municipal de El Palmeral Orihuela (Alicante)
2014		WC IFMAR	Italy	Messina

#### Final Race calendar 2012

2012	20.-22.April	GP	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING
2012	18. - 20. May	GP	France	Chemin des trois Fontaines 51100 REIMS
2012	8. - 10. June	EC-B	Switzerland	Oberbüren Switzerland www.morcsq.ch
2012	30. July – 4. August	EC-A	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING
2012	14.-16. September	Open EC 40+	France	CAMSE, Lyon St. Exupery
2012	21.-23. September	GP	Italy	Castelnuovo Calcea – ASTI

#### Future Race calendar Championships

2014		WC	Italy	Messina
8-13 July 2013		EC-A	France	Reims enduro model Chemin des trois Fontaines 51100 REIMS

Note: The EFRA selection of Venue for IFMAR World Championship is subject to IFMAR approval.

For the EC-B 2013 candidates will be accepted for the next AGM.

## 7. ALLOCATIONS

Allocations were made to each country as printed in the table.  
Adjustment can be made up 15<sup>th</sup> December 2011.

COUNTRY	ECB	ECB re ord	ECA	EC A Re Ord	World	World Re Ord
AUSTRIA	12		16	1	3	1
BELGIUM						
BULGARIA						
CROATIA						
CYPRUS						
CZECH REP.	8		12		3	
DENMARK	1		4		-	
ESTONIA						
FINLAND	1		10		3	3
FRANCE	14	5	14	7	5	9
GEORGIA						
GERMANY	14	2	14	4	4	6
GREAT BRITAIN	14	3	14	5	5	7
GREECE	1		4			
HOLLAND						
HUNGARY			5			
IRELAND	1		0		0	
ITALY	14	1	14	2	4	2
LITHUANIA						
LUXEMBOURG						
MONACO						
NORWAY	3		8		2	
POLAND	4		3		1	
PORTUGAL	9		10		4	5
ROMANIA						
RUSSIA						
SLOVAK REP.			3		1	
SLOVENIA						
SPAIN	14	4	15	6	5	8
SWEDEN	10		14	3	3	4
SWITZERLAND	16	6	10		2	
TURKEY						
<b>TOTAL</b>	136		170		45	

## 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:

1.3.

**Existing Rule:**

1.3 For allocation and re-allocation procedures see 3.6. and 6.2.

**Proposal:**

1.3. For allocation and re-allocation procedures see 3.6. and 6.2.  
The first 5 drivers from the section ranking by AGM date have automatically an allocated place for the next IFMAR World Championship if there is a WC in the next year. (Exception on General rule 3.6.1: always subject to its member country approval). Section ranking will be made based on the results of the last 2 EC A, last World Championship event and the best result at an EFRA Grand Prix of the year. The EC B will be considered in points as an EFRA Grand Prix. For allocation and re-allocation procedures see 3.6. and 6.2.

**Remarks:**

As minuted last year "After discussion the proposal was withdrawn and will be proposed at the next AGM concerning only the WC and fewer places."

Proposed by EFRA withdrawn

Seconded by: Spain 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 IS NEW:

1.6.

**Existing Rule:**

1.6 Allocations lists with reallocations for EC A & B to be published on EFRA website: 1st of May and May 30th each year.

**Proposal:**

1.7. An Open 40+ EC may be organized each year, Preferably Mid September. Finalists of EC A and EC B of the current year may enter the race plus the Winner of year N-1.

**Remarks:**

Proposed by FVRC

Seconded by: Italy 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 was amended to:

**Proposal:** 1.7. An Open 40+ EC may be organized each year, Preferably Mid September.

**Proposed by BRCA**

**Seconded by: Spain o Not Seconded**

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

**Existing rule:**JUMPS AND OBSTACLES

Their sizes must be in relation with the scale of the car.

**Proposed rule:**JUMPS AND OBSTACLES

Their sizes must be in relation with the scale of the car. **Maximum height of the jumps to be 0.70m with a maximum slope angle of 45°.**

**Proposed by FVRC**

**Seconded by: None x Not Seconded**

**The proposal: o Pssed 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.

It is forbidden to cut the track during the warm-up minutes and it is forbidden to overtake while the 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 has to start last from the startgrid (11th or 13th position).

**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 last 2 warm-up minutes and it is forbidden to overtake while the 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.

	<b>A</b>	<b>B</b>	
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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 has to start last from the startgrid (11th or 13th position).

**Remarks:**

Opening at 3 minutes makes the 12 cars go to the track all together and so that they are not able to spread all over the track giving themselves room enough, as far as there is a call for 2 minutes, to allow to place themselves from 3 to 2 minutes will make our qualifying and controlled practice more friendly to all drivers involved.

**Proposed by EFRA**

**Seconded by: ..... x 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.

It is forbidden to cut the track during the warm-up minutes and it is forbidden to overtake while the 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.

	<b>A</b>	<b>B</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 has to start last from the startgrid (11th or 13th position).

**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 the formation lap is on progress (if existing).

It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.

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.

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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 has to start last from the startgrid (11th or 13th position).

**Remarks:**

The respect of the count down procedure is always on the race instruction envelope but it is not incorporated into our rules, to see it on the handbook will make it crystal clear for everyone.

**Proposed by EFRA**

**Seconded by: Spain o Not Seconded**

**The proposal: x 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.

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 damage in the case of it entering 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.

**Proposal:**

GENERAL DIMENSIONS:

- a) Overall length 730 mm maximum
- b) Overall width 310 mm maximum
- c) Wheelbase 270 - 330 mm.  
measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).
- d) Overall height

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.

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 damage in the case of it entering 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:**

Delete e) Minimum weight is 3.200 kg for 4WD and 2.5 kg for 2WD car. Deletion is the reference to 2WD, just that one.

**Proposed by FVRC**

**Seconded by: BRCA o Not Seconded**

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

**o Rejected with .... or, .... 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. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.

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. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.

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~~. inside. At Euro A or B is from each manufacturer only one pattern (tire tread) allowed – this has to be clearly noticeable also by side wall details. Every tyre manufacturer or authorized European distributor is

allowed to bring one pattern to a special EFRA list per year (deadline 28th February) – only this pattern is allowed to be used at the Euros. By end of the year this list will be canceled.

**Remarks:**

Reasons: The tire war is not anymore to handle for drivers, distributors, dealers, ... In Euro finals you find more often tyres which are not commercial available before and also during the event.

**Proposed by OFMAV**

**Seconded by: Germany 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 is postponed to the next AGM. The section chairman will study it for the EC B only and will present a different proposal at the next AGM

**THE RULE SHOULD BE DELETED:**

5.8.

**Existing Rule:**

2 WD 1:8 OFF ROAD CARS TRANSMISSION

a) The car shall be fitted with 4 wheels.

b) Power may be transmitted only via the Front or Rear wheels. Where there is the possibility of choice, the choice must be made before the Technical Inspection and the choice noted by the Controlling Official. Under no circumstances may the choice be changed during the race meeting.

c) No Gear Box or alternative means or obtaining a variable transmission ratio between clutch and driven wheels may be fitted.

d) Brakes may only operate on the driven wheels.

Delete rule 5.8

**Remarks:**

Delete the reference to 2WD class

**Proposed by FVRC**

**Seconded by: ..BRCA..... o Not**

**Seconded**

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

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

## 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 was elected unanimously.

## 10. ANY OTHER BUSINESS

It was voted to hold the first Open Entry EC 40+ in France on 14<sup>th</sup> to 16<sup>th</sup> September 2012 at Lyon St. Exupery, CAMSE Club, [www.camse.net](http://www.camse.net)

Consideration over a proposal to be studied with other blocs in IFMAR related to the class has been made..

## 11. ITEMS FOR GENERAL DISCUSSION

Nitrocross racing format was presented (excel file available from Section Chairman)

Meeting was closed at 20:17.