



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels.
Belgium
3rd to 4th of November 2012

Minutes 1:8 IC Buggy

SATURDAY 3rd OF NOVEMBER 2012.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

The Chairman opened the meeting at 13:30

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovenia, Ireland, Czech Rep., Slovak Rep., Greece

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re
AUSTRIA	Thomas Pilsitz		17	2	14	
BELGIUM						
CROATIA	Ante Dujic		2			
CYPRUS						
CZECH REP.			7		14	
DENMARK			1		1	
ESTONIA			3		5	
FINLAND	Jussi Luopajarvi		3		12	
FRANCE	Jean-Luc Retornaz		17	1	16	1
GEORGIA						
GERMANY	Norbert Rasch		17	3	14	4
GREAT BRITAIN	Kevin Griffin		17		16	5
GREECE			3		5	
HOLLAND					2	
HUNGARY					5	
IRELAND			1		1	
ITALY	Roberto Cairo		20	4	14	3
LITHUANIA						
LUXEMBOURG						
MONACO					1	
NORWAY	Marianne Engebretsen				4	
POLAND					2	
PORTUGAL	Helder Barros		6		11	
ROMANIA						
RUSSIA			2		3	
SLOVAK REP.					1	
SLOVENIA						
SPAIN	Alfonso Pineda		17		14	2
SWEDEN			5		15	
SWITZERLAND	Jean-Pierre Meierhofer		6		10	
TURKEY						
TOTAL	11		144		180	

Other persons present: John Yves Ferte (MSE), Mick and Janet Hill, Sue Griffin, Andi Krämer, (LRP)
Walter Wendler

3. MINUTES OF 2011 SECTION MEETING

5th of November 2011— Brussels, Belgium

Matters arising from the minutes: none

The minutes were checked and accepted as written at the AGM 2012.

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

4. CORRESPONDENCE RECEIVED

See Chairman's report.

5. CHAIRMAN'S REPORT

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

All the Deposits will be returned except the deposit of Italian GP which was not run.

Seconded by Spain voted unanimously.

6. PRESENTATIONS FOR APPLICATIONS EC 2013 AND GP'S 2013 & 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
04-06-08-2013		I. Race/ GP DE	Germany	Rhein-Main
2013		GP	Croatia	Velika Gorica
07/09-06-13		EC-B	Italy	Sacile
06-13	07-13	EC-B	Austria	Fehring
07/09-06-13		EC-B	Spain	Ripoll
2013		EC-B	Portugal	Freixedas
17/19-05-2013		GP FRANCE	France	Reims
15/17-11-13		EC-Indoor	Italy	Padova
08-13	09-13	EC-40+	Austria	Fehring
/09/13		EC-40+	Germany	Bistensee
-7/14		EC-A	Germany	Rhein-Main
09-14		WC	Italy	Messina
08-14		EC-B	Spain	Madrid

Final Race calendar 2013

Year/Date	Status	Country	Venue	
17-19/5/2013	GP / EC Warm Up	France	Reims	http://reims-emc.com
7-9/6/2013	EC-B	Italy	Sacile	www.ongaroring.it
8-13/7/2013	EC-A	France	Reims	http://reims-emc.com
20-28/7/2013	GP	Germany	Rhein-Main	www.rhein-main-circuit.de
6-8/9/2013	Int. Race	Croatia	Velika Gorica	www.v-max.hr
13-15/9/2013	EC 40+	Germany	Bistensee	www.schietschmieter.de

Future Race calendar Championships

Year/Date	Status	Country	Venue	
-7/2014	EC-A	Germany	Rhein-Main	www.rhein-main-circuit.de
2014	EC-B	Spain	Madrid	www.cartt.net
2014	WC	Italy	Messina	www.amsci.it

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

Adjustments can be made without financial implications up to 15 December 2012.

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.

R.1.7

Existing Rule:

An Open 40+ EC may be organized each year, Preferably Mid September.

Proposal:

An Open 40+ EC may be organized each year, preferably Mid September. **An Indoor EC may be organized each year, preferably from 2nd weekend of November to February.**

Remarks:

The new EC was already into the rules, proposal is to reflect it at the proper rule.

Proposed by AMSCI

Seconded by: F.V.R.C .

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.2.

Existing Rule:

QUALIFICATION HEATS:

a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director no later than the GP prior to the event.

b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.

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.

d) All drivers will be entitled to a sub-final.

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

Proposal: QUALIFICATION HEATS:
a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director no later than the GP prior to the event.
b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.
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 **"2 minutes to start"**, "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 **after the "2 minutes to start" announcement** are infringements to be penalized.
The announcement: "Clock is running" will indicate that the heat has started.
d) All drivers will be entitled to a sub-final.
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: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Remarks: To have more one more announcement, the 2 minutes one, only helps everyone, actually it can be given automatically by the lap counting program.
To allow a better positioning and spreading of the cars in the track during the first minute of the warm-up only leads to a more easy race, easy for the drivers and easy for the referees and marshals.

Proposed by Carlos Gomez,, Section Chairman

Seconded by: AECAR

Amended to

Proposal: QUALIFICATION HEATS:
a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director no later than the GP prior to the event.
b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.
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 **"2 minutes to start"**, "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 **unless otherwise authorized by common decision of the Race Director and the Referees communicated at the Team Manager Meeting.**
The announcement: "Clock is running" will indicate that the heat has started.
d) All drivers will be entitled to a sub-final.
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: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Proposed by Carlos Gomez,, Section Chairman

Seconded by: AMSCI

The proposal: Passed with 6 for, 2 against and 3 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

2.2.

Existing Rule:

QUALIFICATION HEATS:

- a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director no later than the GP prior to the event.
- b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.
- 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.
- d) All drivers will be entitled to a sub-final.
- 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: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Proposal:

QUALIFICATION HEATS:

- a) If the host country wants to, and the facilities can accommodate 180 drivers, qualifying rounds can be up to 15 cars. This decision will be made by the Section Chairman, the Referee and the Race Director no later than the GP prior to the event.
- b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.
- 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.
**All qualifying runs and finals are ran by "time plus next lap" system.
Qualifying heats are of 5 minutes duration.
The choice of rule 9.3, a or b, will be done before the official start of the event by the Race Director and clearly stated at the Team Managers meeting.**
- d) All drivers will be entitled to a sub-final.
- 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: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Remarks:

The 3 new sentences covers:
The lack of indication of how much time we take into account.
The lack of indication of the length of the Qualifying heats, this came from the time we were using the rules for On Road and On Road is constantly changing to more length, less length, compulsory fuel stop, no fuel stop, so we NEED our own rule.
The lack of a clear indication of when a driver starts with a time delay... with flying start this is a KEY item.

Proposed by Carlos Gomez, Section Chairman

Seconded by: AKK

The proposal: Passed Unanimously

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 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 point result will be taken into account to solve the tie. After timed 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.

Proposal:

TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of **rounds in heat order. On Tuesday there will be 4 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th one of 9 minutes track time. On Wednesday before the start of the 2 rounds of Controlled Practice there will be a "track shake-down round" from 9:00 to 10:00**, only the **Wednesday controlled practice rounds** 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 point result will be taken into account to solve the tie. After timed 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:

To limit the practice to 4 rounds seems not to be the best scenario for the drivers, if a driver goes to the track on Tuesday with a wrong set-up or tyre selection in his first practice of 10 minutes the practice chance is lost and it is a worst scenario with the second one, the one of 15 minutes.

With this system the chances of different trials are there, time table goes not over 9 hours racing and drivers are not there waiting during long boring hours to race one round in the morning one round in the afternoon.

The shake-down round Wednesday morning equalizes the chances for everyone (keep in mind reseeding has not been done yet) and it is a last chance to test something different or to test different conditions.

Proposed by Carlos Gomez, Section Chairman

Seconded by: AMSCI

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 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 point result will be taken into account to solve the tie. After timed 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.

Proposal:

TIMED PRACTICE SYSTEM

- a) The practice for drivers will only be run in the way of **six rounds, 1st, 2nd, 3rd and 4th rounds 5 minutes duration, and the 5th and 6th** 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 point result will be taken into account to solve the tie. After timed 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:

The current practice system is unfair. It gives an advantage to drivers who are already familiar with the track. The reasons are:

1. If you run in the 1st round of practice, you will be on a dusty track for 10 minutes, which is completely different to what the track will be like in the race.
2. If you break in the first or 2nd practice, you lose a large % of your overall practice time. Likewise, if you chose the wrong tyres, or the wrong setup, you will know after a few laps, and after that you will just be driving around waiting for the practice to end.
3. The waiting time between runs is very long.

The advantages to the new rule:

1. It gives a chance to test more tyres, and different setups, such as shocks, or diffs, which can't be changed during a 15min run. Practice is supposed to be run so drivers can get familiar with the track, and also set up their cars to suit the track. More, shorter practice runs makes it more fair for everyone. Even if you haven't been at the track, you can try a few different setup options and get your car good.

2. The top guys in Europe will be on the track more often, which will give more opportunities to watch for any audience, or other drivers, throughout the day.
3. If bad weather effects practice, you may still have a chance to at least practice once if one round is rained out, or it happens to rain just before your heat.

Proposed by
AKK

withdrawn

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). TQ driver after qualifying will have the right to practice in both semifinals. First semifinal to start no 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.

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 no +40 final.

TQ driver will classify directly for the main final. TQ driver will practice in 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.

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 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 in both semifinals. First semifinal to start no 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.

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 no +40 final.

TQ driver will classify directly for the main final. TQ driver will practice in 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: Czeck Republic proposes to make all Subfinals on 20 minutes lasting, not the lower ones on 15 minutes.

Proposed by RCACR

Not Seconded

THE RULE SHOULD BE AMENDED TO READ:

2.6.

Existing Rule:

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)

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

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

Proposal:

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 + **1st, 2nd & 3rd rounds Timed Practice (5 minutes)**

P.M. 4th round Timed Practice (9 minutes)

WEDNESDAY A.M. **From 9:00 to 10:00 shake-down round + from 10:00 2 rounds Controlled 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
Official Prize Giving/Reception/Banquet to be held after Main Final at a time to be
announced by the Organizers. Banquet Tickets to be sold in advance if such existing.

Remarks: to adapt it to new practice format

Proposed by Carlos Gomez, Section Chairman

Seconded by: BRCA

The proposal: Passed Unanimously

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). 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.

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 under the same racing conditions (the chart must be amended as well)**

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).

Remarks: Czech Republic proposal to avoid the results from the GP with 2 winners, 2 second positions etc etc

Proposed by RCACR

Seconded by: AECAR

The proposal:

Rejected with 0 for, 5 against and 6 abstentions.

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.
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.
- 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 minimize damage in the case of it entering into contact with other participants, marshals 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 **550** mm maximum
 - b) Overall width 310 mm maximum **at any point of suspension travel.**
 - 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.
 - 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) **Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high quality board. The materials will be of suitable thickness to eliminate any distortion.**
 - 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 minimize damage in the case of it entering into contact with other participants, marshals 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:** the 730 mm length dimension has not been seen since 1990, before the -turbo -burns and the Garbo Ghibli, it came from the 80s when the bumpers (front and even rear) were more than 10 cm long. There is not any actual car going larger than 550 mm.
After consultation with technical experts the suggestion is to adapt the simple rule of electric off road used for many years without incidents (page 125 of 2012 Handbook). EFRA will have by Easter 2013 an official set of tools, and EFRA will try to make it available for purchase for all countries.

Proposed by Carlos Gomez, Section Chairman

Seconded by: AMSCI

The proposal: Passed Unanimously

The rule will be valid for 2013.

- THE RULE IS NEW:**
- 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:** **5.4.1 TYRES AT EC B**
Only 3 sets of tyres per driver can be used for qualifying and finals. For the main final an extra set will be allowed for the 12 drivers. A maximum of 2 damaged tyres can be replaced by 2 extra tyres during the event.
- Remarks:** Selfexplanative, The 2011 Meeting decided to bring up a rule for ECB exclusively.

Proposed by Carlos Gomez, Section Chairman

withdrawn

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**

European Championships: The organizer will propose 1 type of tyre. The manufacturer and full description of the tyres chosen must be given, but there remains free choice of compound. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalized.

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.

Remarks:

Currently it is impossible for private drivers to be prepared for European Championships on equal level compared to sponsored drivers. The amount of tyre manufacturer, model, compound and insert combinations is just impossible to handle. Having a controlled tyre would lower the costs and European Championships would be more fair for everyone. It's working perfectly in electric off road and there is no reason why it wouldn't work in 1/8th buggy.

**Proposed by
AKK**

Seconded by: AECAR

The proposal was amended to

Proposal:

5.4.1 TYRES at EC B

At European Championship B the organizer will propose 1 type of tyre. The manufacturer and full description of the tyres chosen must be given, but there remains free choice of compound. The proposed tyre choice and its costs will be ratified at the EFRA section meeting prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalized.

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

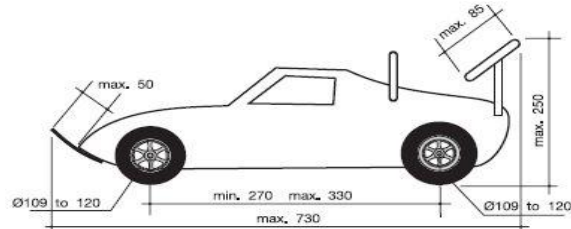
No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tyres or passed through tyres from the inside.

Proposed by Carlos Gomez, Section Chairman

Seconded by: AECAR

Rejected with 3 for, 6 against and 2 abstentions.

PROPOSED RULES WILL BE NEW ONES:



Proposal: To include in the 2013 handbook New 5.8.Electric Buggy 1/8th and New 5.9 Truggy 1/8th
And to change the drawings at chapter 5 to new ones more alike an actual Car of our class.

Remarks: To be done before 15 December 2012 by a Section committee formed by 4 persons chaired by Section Chairman

Proposed by Carlos Gomez, Section Chairman

Secoded by: FEPR

The proposal: Passed Unanimously

Germany, Italy and Spain will form the working group. Dallas has offered himself to make the drawings.

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 4-10/12 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.

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.**
 - **1 Trophy for the manufacturer of the winner car at the EFRA ECA - 1 Trophy for the manufacturer of the winner engine at the EFRA ECA - 1 Trophy for the manufacturer of the winner tires at the EFRA ECA**
- 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: The industry, that supports extensively our class has been demanding those for a long time...

Proposed by Carlos Gomez, Section Chairman

Seconded by: BRCA

The proposal: Passed with 9 for, 1 against and 1 abstentions.

9. ELECTION OF VICE SECTION CHAIRMAN.

Candidate : Mr Alexander Fellner Austria

Alex was elected unanimously.

10. ANY OTHER BUSINESS

IFMAR update on rules and forthcoming event.

Update on Customs at Argentina. A customs form will be released soon on the EFRA website and other related websites do be filled in in advance and sent to the Organiser.

11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 19:10