



EFRA ANNUAL GENERAL MEETING
HOTEL Aristos, Zagreb.
Croatia
2nd and 3rd of November 2013

Minutes 1:8 IC Buggy

SATURDAY 2nd OF NOVEMBER 2013 14:00

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

The chairman opened the meeting.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Belgium, Czeck Republic, Estonia, Ireland, Poland, Slovak Republic and Slovenia.

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	EC B	EC B Re	EC A	EC A Re	World	World Re
AUSTRIA	Thomas Pilsits	7		16		3	x
BELGIUM		1					
CROATIA	Antje Dujic	1		2		1	
CZECH REP.				10		1	x
DENMARK				6			
ESTONIA		2		2			
FINLAND	Matti Korvenmaa	2		11		3	x
FRANCE	Jasmin Bruno	14		16		5	x
BULGARIA						1	
GERMANY	Norbert Rasch	25		17+2		5	x
GR. BRITAIN	Kevin Griffin	20		16		5	x
GREECE		3		3		1	x
HOLLAND				5		1	x
HUNGARY							
IRELAND		1				1	
ITALY	Roberto Cairo	8		14		5	x
LUXEMBOURG							
MONACO		1		2		1	x
NORWAY	Roy Mediaas			3		2	x
POLAND				3			
PORTUGAL	Helder Barros	13		6		3	x
ROMANIA							
RUSSIA	Carlos Gomez	5		5		1	x
SLOVAK REP.				1		1	
SLOVENIA							
SPAIN	Jose Alfonso Pineda	28 +2		15		5+1	x
SWEDEN	Pierre Ronnefalk	6		16+1		5	x
SWITZERLAND	Jean-Pierre Meierhofer	5		8		3	x
TURKEY							
TOTAL	13	144		180		54	

Other persons present: Andy Krämer LRP electronic GmbH, Janet & Mick Hill,

3. MINUTES OF 2012 SECTION MEETING

November 2012— 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

Other than the normal day to day correspondence linked to the position, allocations, venues & licences mostly, the ones to be highlighted are the emails received from other RC Organizers trying to avoid collision with EFRA racing calendar dates, which should be the normal way of collaboration and its well appreciated.

We have also received many direct consultations from Clubs and Track owners about how to organize an International race inside the EFRA Calendar, those are forwarded to their National Organizations for further assistance.

Finally AMSCI presented their excuses to the Section Chairman for the bad words of a former member of its association and for whatever mistake they may have committed and the Section Chairman has accepted that closing the issue.

5. CHAIRMAN'S REPORT

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

EFRA GP France, Italy Sacile EC-B, France Reims EC-A, Germany Bistensee EC 40+

6. PRESENTATIONS FOR APPLICATIONS EC 2015 AND GP'S 2014 & 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
16/18-V-2014		GP	Germany	Rhein-Main
09/11-V-2014	IV-2014	GP	France	N I M
1/3-VIII-2014	IX-14	EC-40+	Austria	Fehring
2014		GP	Portugal	Freixedas
11-13/VI-2015		EC-B	Great Britain	Herefordshire
VII-2015		EC-A	Italy	Sacile
VI-2015		EC-B	Czech Rep	Slavkov
VI-2015		EC-B	Austria	Fehring
2015		EC-B	Portugal	Freixedas
2015		EC-A	Portugal	Freixedas
2015		EC-A	Spain	Redovan

Final Race calendar 2014

Year/Date	Alt. Date	Status	Country	Venue
06/08- VI-14		EC-B	Spain	Madrid
04-09-VIII-14		EC-A	Germany	Sand am Main
22.-28. IX-14		WC	Italy	Messina
11.-13. VII-14		EC-40+	Austria	Fehring
16/18-V-2014		GP	Germany	Sand am Main
12./13-IV-2014		GP	France	Noeux les Mines

4./6.-VII-2014		GP	Portugal	Freixedas
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Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
7./11.-VII-2015		EC-A	Italy	Sacile
2015		EC 40+	France	Noeux les Mines
2015		EC-B	Great Britain	Ware

DMC informed the section chairman that Rhein-Main is not able to hold the EC-A 2014. They offered an alternative safer venue, Sand Am Main; Its candidacy was voted with other 3 candidates and Sand Am Main was elected by the Meeting.

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 2013.

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 IS NEW:

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+	Euro-Indoor
Days	Fri./Sun.	Fri./Sun.	Mon./Sat.	Mon./Sat.	Fri./Sun.
Min/MaxNb of drivers	120/144 max	120/144 max	130/150	150/180	120/144 max
The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.					
Recommended Date	2nd week-end of the month	2nd week-end June	2nd week-end July	2nd week-end July	2nd week from November-February
Compulsory License	EFRA or National	EFRA	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	YES	
Restrictions	NO	See 1.5	NO	NO	NO

Proposal: 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	ECB	ECA /ECA+	Open EC+40	EuroIndoor
Days	Fri./Sun.	Fri./Sun.	Mon./Sat.	Fri./Sun.	Fri./Sun.
Min/MaxNb of drivers	120/144 max	120/144 max	140/180	120/144 max	120/144 max
The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.					
Recommended Date	2nd week-end of the month	2nd week-end June	2nd week-end July	2nd week-end September	2nd week from November-February
Compulsory License	EFRA or National	EFRA	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	YES	
Restrictions	NO	See 1.5	NO	NO	NO

Remarks: replaced table

Proposed by EFRA

Seconded by: ÖFMAV

The proposal: Passed unanimously

THE RULE SHOULD BE AMENDED TO READ:

1.5.

Existing Rule: A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have ranked in the first fifty (50) places of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing. To be run if possible the 2nd weekend of June.

Proposal: A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have [already won that event or who have](#) ranked in the first fifty (50) places [of any](#) of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing. To be run if possible the 2nd weekend of June.

Remarks: So the winners of an EC B cannot repeat and must race for EC A title

Proposed by EFRA

Seconded by: BRCA

The proposal: Passed unanimously

THE RULE SHOULD BE AMENDED TO READ:

1.7.

Existing Rule: 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.

Proposal: An Open 40+ EC may be organized each year, Preferably Mid September.
[A designated tyre system may be used for this event.](#)
An Indoor EC may be organized each year, preferably from 2nd weekend of November to February.

Remarks: A designated tyre system on a 3 days event with pure sportsmen drivers involved might be the best try we can have to see how it works.

Proposed by EFRA

Seconded by: AECAR

Amended to

By AECAR seconded by AKK

Proposal: An Open 40+ EC may be organized each year, Preferably Mid September.
[A designated tyre system may be used for this event following a decision made at the previous section meeting.](#)
An Indoor EC may be organized each year, preferably from 2nd weekend of November to February.

The proposal: Passed unanimously

THE RULE SHOULD BE AMENDED TO READ:

1.7.

Existing Rule: 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.

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.
The Indoor EC may also include Electric 1/8th models which might be powered up to 4S Batteries: Length: 165mm Width: 52mm Hight: 52mm For Use as a 4S Battery, two identical 2S Batteries can be connected in series. These have to be the same brand and part-nr. Existing wires are allowed outside these dimensions, chassis location features additional to these dimensions are allowed.
4S LiFe/LiPo Batteries may be charged to a maximum ode 16.80v (LiPo) resp. 14.80v (LiFe).
The Main final to be 3 races of 10 minutes duration.

Proposed by EFRA

Seconded by: FEPRA

o Amended to

Proposed by: AECAR seconded by: FEPRA

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.
The Indoor EC may also include Electric 1/8th models which might be powered by two identical 2S Batteries (EFRA approved) that must be connected in series. These have to be the same brand and part-nr.
4S LiFe/LiPo Batteries may be charged to a maximum of 16.80v (LiPo) resp. 14.80v (LiFe).
The Main final to be 3 races of 10 minutes duration.

The amended proposal: Passed unanimously

THE RULE IS NEW:

Proposal: 1.8 All European Championship organizers must inform EFRA before 31 December the year before about the best tyre combinations for their track.

Remarks: With this advice, as given by Bistensee Track this past September at +40 EC, life will be much easier for the drivers as they are not obliged to carry tons of tyres to the track to bring those back home.

Proposed by EFRA

Seconded by: AECAR

The proposal: Passed unanimously

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 places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). 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 practise 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 places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). 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.

[There will be a final for under 17 drivers after the 40+ 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 practise 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:

many of the under 17 drivers finished their race in the lower subfinals, but the under 17 drivers are the future of our sport. So their will be the possibility to present themselves once again. This Youth Final is part of the German Championship since two years and the organizer is very succesfull with this race.

Proposed by
DMC

Seconded by: FEPR

Amended by SBF seconded by AECAR

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 places drivers following qualification. "B" series sub-finals will be composed of Even placed drivers after qualification. Every qualifying driver must progress to the main final in accordance with the accompanying Christmas tree. All sub-finals up to and including 1/128th A and B will be of 15 minutes duration. Then from 1/64th to quarter finals 20 minutes, Semi-final A and B 20/30 minutes, the final should be 45/ 60 minutes. The top 3 (three) / 4 (four) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) / 6 (six) from each semi-final progressing to the Main Final. After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). 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.
There will be a final for under 17 drivers after the 40+ 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 in the qualification rounds, top 10/12 will have the right to compete at this final except those who have reached the main final.
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.
...//...

The amended proposal: Passed unanimously

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 practise 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 paired (A&B) 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 who will be ranked over them as per their final result.

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 practise 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: We leave room to decide for a different duration on the lowest subfinal (when it is not paired A& B, but unified) and we make clear as well that even if they not compete in the 2 minor finals because they are at Semifinals they are the winners of the subclass.

Proposed by EFRA

withdrawn

THE RULE SHOULD BE AMENDED TO READ:

5.2.

Existing Rule:

ENGINES

- a) Internal combustion engines with maximum capacity 3.5 ccm.
- b) Fuel tank capacity: 125 ccm including all piping tubes and filter up to the carburettor. The tank shall be measured using the official EFRA measuring cylinder or in the event of damage to the official cylinder, a cylinder to DIN standard.
- c) The capacity of the fuel tank must not be adjusted by insertion of any loose object.

Proposal:

ENGINES & TANK

- a) Internal combustion engines with maximum capacity 3.5 ccm.
- b) Fuel tank capacity: 125 ccm including all piping tubes and filter up to the carburettor. The tank shall be measured using the official EFRA measuring cylinder or in the event of damage to the official cylinder, a cylinder to DIN standard.
- c) The capacity of the fuel tank must not be adjusted by insertion of any loose object
- d) Any tank found illegal (>125 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 15 minutes. This period of 15 minutes is only necessary in case the track air temperature is above 20° C.

Remarks:

The cooling down period and the removal of the tank are at other classes and it is problematic for the section not to have it clearly stated here.

Proposed by EFRA

Seconded by: AECAR

The proposal: Passed unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.3.3.

Existing Rule:

EFRA may noise test any car at any time during the event

Proposal:

EFRA may noise test any car at any time during the event

From 2015 when the noise trap is in use penalties may be given at qualifying (loss of the drivers best result) or finals (minus 1 lap on the final).

Remarks:

The noise trap is proving to be useful to bring noise down, we will use it as test mode during 2014 to implement it for 2015

Proposed by EFRA

Seconded by: AKK

The proposal: Passed unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.5.

Existing Rule:

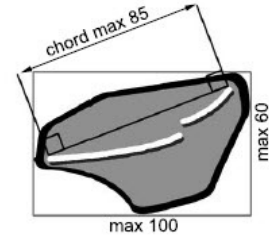
WINGS

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

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

The side dams 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 multiplane wing must be registered inside the contour of the side dams. - The wing and the side dams must be made out of flexible material with angles rounded.



Proposal:

WINGS

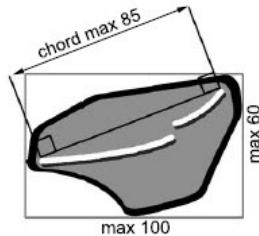
The rear wing with a maximum overall size 217 mm length and a chord of no more than 85 mm may be fitted.

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

The side dams of the wing must have a maximum horizontal width of 100 mm and a maximum height of ~~60~~ 70 mm.(irrespective of the orientation)

The side dams must be able to contain a white square area of minimum 40 mm width and a minimum height of 50 mm to place the car identification numbers (from 1 to 12) at both external sides of side dams.

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



Remarks:

The drivers want to have their paintwork for bodyshell and windows clear and sponsor friendly. We can try to combine both interests, race identification and drivers desires by using the wings for both sides numbers, left and right.

Proposed by EFRA

Seconded by: FEPPRA

Amended to

Proposed by AKK seconded by ÖFMAV

Proposal:

WINGS

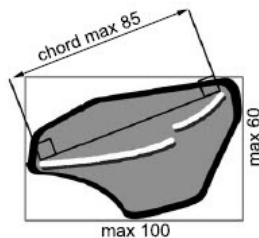
The rear wing with a maximum overall size 217 mm length and a chord of no more than 85 mm may be fitted.

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

The side dams of the wing must have a maximum horizontal width of 100 mm and a maximum height of 70 mm.(irrespective of the orientation)

The side dams must be able to contain a square area of minimum 40 mm width and a minimum height of 50 mm to place the car identification numbers (from 1 to 12) on both external sides of side dams.

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



Remark:: valid from 2015

The amended proposal: Passed with 7 for, 4 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.6.

Existing Rule:

APPEARANCE

- a) Cars shall be a reasonable representation of the style of car used for offroad, desert or trial racing.
- b) Full bodyshells of saloon style are permitted but may only be trimmed to expose a maximum of 50% of the tyres at full suspension depression. If such bodyshells are fitted, provision for trimming shall be as in Section 5.6d.
- c) Where a roll-cage is fitted, an open wheel style bodyshell must be fitted underneath the cage so designed as to enclose R/C equipment and fuel tank with sufficient front and side areas to allow clear display of racing numbers.
- d) Openings may be cut in the shell for the antenna and the pipe ends and to allow access to fuel filler, switch, and engine adjustments, and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel tank access.
Clearance around such items to be kept to a minimum.
"Acceptance of a saloon bodyshell by another EFRA Section shall be deemed to simply approval by the Off-Road Section for racing purposes.

Proposal:

APPEARANCE

- a) Cars shall be a reasonable representation of the style of car used for offroad, desert or trial racing.
- b) Full bodyshells of saloon style are permitted but may only be trimmed to expose a maximum of 50% of the tyres at full suspension depression. If such bodyshells are fitted, provision for trimming shall be as in Section 5.6d.
- c) Where a roll-cage is fitted, an open wheel style bodyshell must be fitted underneath the cage so designed as to enclose R/C equipment and fuel tank with sufficient front and side areas to allow clear display of racing numbers.
- d) Openings may be cut in the shell for the antenna and the pipe ends and to allow access to fuel filler, switch, and engine adjustments, and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel tank access.
Clearance around such items to be kept to a minimum
- e) The wing and the car bodyshell, both parts holding the car identification numbers must be fitted, if it becomes loose or detached it must be fixed in the immediate next lap.
Acceptance of a saloon bodyshell by another EFRA Section shall be deemed to simply approval by the Off-Road Section for racing purposes.

Remarks:

The attachment of both parts, body & wing becomes now mandatory to be sure that Race Direction, the Referees and Lapcounting are able to control the cars

Proposed by EFRA

Seconded by: AKK

Amended to

Proposed by AKK seconded by AECAR

Proposal:

APPEARANCE

- a) Cars shall be a reasonable representation of the style of car used for offroad, desert or trial racing.
- b) Full bodyshells of saloon style are permitted but may only be trimmed to expose a maximum of 50% of the tyres at full suspension depression. If such bodyshells are fitted, provision for trimming shall be as in Section 5.6d.
- c) Where a roll-cage is fitted, an open wheel style bodyshell must be fitted underneath the cage so designed as to enclose R/C equipment and fuel tank with sufficient front and side areas to allow clear display of racing numbers.
- d) Openings may be cut in the shell for the antenna and the pipe ends and to allow access to fuel filler, switch, and engine adjustments, and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel tank access.
Clearance around such items to be kept to a minimum
- e) The car bodyshell holding the car identification number must be fitted, if it becomes loose or detached it must be fixed in the immediate next lap.
Acceptance of a saloon bodyshell by another EFRA Section shall be deemed to simply approval by the Off-Road Section for racing purposes.

The amended proposal: Passed unanimously

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 mean 5 years of disqualification from any EFRA and IFMAR event.

Proposal: *Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1, lubricating oil, a small content of anti-corrosion chemicals and maximum 25% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.91 grams/cc at 20°C and standard atmospheric pressure. For quick testing a Nitromax 25 can be used, but in case of failure with the nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gr/cc) based on the temperature (from 0 to 50°C) The tolerance on the measurement will be +/- 0.5% based on the data reported in density table.* Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Remarks: The 1/8th IC track Section is moving to 16 % nitro on their fuel, we stay with 25 % but we need to have their old rule which is much more precise than the rule we did had. Consequently the proposed rule is a copy & paste of the On Road rule.

Proposed by EFRA

Seconded by: ÖFMAV

The proposal: Passed unanimously

THE RULE SHOULD BE AMENDED TO READ:

6

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

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

Remarks: both changes are self explanatives

Proposed by EFRA

Seconded by: BRCA

The proposal: Passed unanimously

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.
 - 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.

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 [final](#) 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:

To change "under 17 classification" for "under 17 final" if the DMC proposal for Under17 final is passed

Proposed by EFRA

Seconded by: DMC

The proposal: Passed unanimously

9. ELECTION OF SECTION CHAIRMAN.

Mr Carlos Gomez is willing to restand

.He was voted unanimously.

10. ANY OTHER BUSINESS

IFMAR update on rules and forthcoming event.

11. ITEMS FOR GENERAL DISCUSSION.

The Section commented the new European regulation for fuel and it is felt that for 2015 most probably we will have to move to 16 % nitro as our standard 25 % fuel will be hardly available anywhere.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 19:00.