



**EFRA ANNUAL GENERAL MEETING
CLARION OSLO AIRPORT HOTEL
SØR GARDEMOEN, N-2060 GARDEMOEN
NORWAY
2nd to 3rd of November 2002**

Minutes 1:8 IC BUGGY

SATURDAY 2nd NOVEMBER 2002

The meeting opened at: 14:30

1. CHAIRMAN'S WELCOME

Mr Mick Hill

2. APOLOGIES FOR ABSENCE

No Apologies have been received.

COUNTRY	PRESENT	SECTION SUBSCR	ALLOC EC	ALLOC 2	ALLOC 2	RE- ALLOC.
AUSTRIA	Alex Fellner		10			
BELGIUM						
CROATIA						
CZECH REP.						
DENMARK	Birger Helmer		2			
ESTONIA						
FINLAND	Ilka Mannio		5			
FRANCE	B. Grubis		20			1
GERMANY	Dirk Horn / Uwe Klüver		20+1			4
GREAT BRITAIN	Pete Crawley		20+2			3
GREECE						
HOLLAND			2			
HUNGARY						
IRELAND						
ITALY	Cairo Roberto		18			
LUXEMBOURG						
MONACO						
NORWAY	Frode Skaven		5			
POLAND						
PORTUGAL	Jose Sousa		17			
ROMANIA						
RUSSIA						
SLOVAK REP.						
SLOVENIA			2			
SPAIN	Carlos Gomez		20			2
SWEDEN	Dallas		10			
SWITZERLAND	Jacqueline Aebi		12			
TOTAL			166			

Other Present: Jean Luc Retornaz,

3. MINUTES OF 2001 ANNUAL GENERAL MEETING

3rd to 4th November 2001— Hotel Tryp Barajas, Madrid, Spain

a) Matters arising: There was a wrong date for the EC2003, the right date is Aug. 6.-10.

The minutes were:

Proposed by: BRCA

Seconded by: SBF

Passed unanimously

4 CORRESPONDENCE RECEIVED

Mick received correspondence of Slovenia, Holland and Denmark regarding entries for EC 2002 and had to explain that these were all allocated at the AGM.

5 CHAIRMAN'S REPORT

Mick reported on his attendance at the EC in Germany which was run to a very high standard in adverse weather conditions. Also reports on the Italian GP.

6 PRESENTATIONS FOR APPLICATIONS EC 2004 AND GP'S 2003

France presented an application for a GP, GB for an EC-Warm up and Sweden for a WC-Warm-Up-Race.

7 RACE CALENDAR

2003

Date	Alt. Date	Status	Country	Venue
April 26.-27		IR / EC-Warmup	GB	Slough
May 10.-11.		GP	France	Les Andelys
May 23-25		IR / WC-Warm up	Sweden	Furulund
June 20.-22.		GP	Italy	Monsummano Terme
Aug. 6.-10.		EC	England	Slough,

The EC 2004 will be in July. The fixed date will be published in conjunction with the worlds in Sweden, hopefully in August.

8 ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the minutes. The chairman Mick Hill is holding 14 places which will be allocated to late entries up to 20. December. After that date they will be allocated as per reallocation list.

9 RULE PROPOSALS

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 1.1. The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA Conference annually. A minimum of 130 drivers with a maximum of 140 drivers must be allowed for by the organising Nation.

AMEND THE RULE TO READ:

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 1.1. The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA Conference annually. A minimum of 130 drivers with a maximum of **180** drivers must be allowed for by the organising Nation.

Remark: *New Countries wishing to participate. i.e. Ireland, Holland, Denmark, Slovenia*

Proposed by EFRA Executive

Seconded by: Spain

Not Seconded

Amended: Change the word EFRA Conference to EFRA AGM.

Add: Providing that the necessary facilities are available and are presented with the application

Proposed by: France

Seconded by: Finland

Not Seconded

Passed with 1 against.

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 1.3. All countries receive re-allocated places in the order of the Allocation-list, unless stated otherwise in this list.

PROPOSED RULE IS NEW:

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 1.3. ***If a driver has not registered by midday on the Wednesday of the week of the event, then this place will be re-allocated unless that driver has contacted the organiser to explain his reason for not registering.***

All countries receive re-allocated places in the order of the Allocation-list, unless stated otherwise in this list.

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

Passed unanimously

2.2. QUALIFICATION HEATS:

- a) Heats shall contain a maximum of 10 drivers.

AMEND THE RULE TO READ:

2.2. QUALIFICATION HEATS:

- a) Heats shall contain a maximum of **12** drivers.

Proposed by EFRA Executive

Seconded by: Finland

Not Seconded

Passed unanimously

2.2. QUALIFICATION HEATS:

- e) For GP's first heats will be composed of EFRA licensed drivers followed by heats of non-licensed drivers.

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

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

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

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

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

AMEND THE RULE TO READ:

2.2. QUALIFICATION HEATS:

- e) For GP's first heats will be composed of EFRA licensed drivers followed by heats of non-licensed drivers.

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

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

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

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

Proposed by EFRA Executive

Seconded by:

Not Seconded

Ammended: Cancel: For GP's first heats will be composed of EFRA licensed drivers followed by heats of non-licensed drivers.

Proposed by France

Seconded by: Spain

Not Seconded

Passed unanimously

AMEND THE CURRENT RULE TO READ:

2.2. QUALIFICATION HEATS:

- e) For GP's first heats will be composed of EFRA licensed drivers followed by heats of non-licensed drivers.

Heats will be run in the following sequence for the 5 qualifying rounds:

Alternative 1

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

Or:

Alternative 2

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

Remark: *Alternative A : in order to have equal chances to everyone the descent order of round 5 is unfair for rounds 1,2,3 wich normally are the top drivers...
Alternative B: Basing the qualifying groups in blocks as it is now, is better to have a fair system inner those blocks*

Proposed by AECAR, Spain

Seconded by: Austria

Not Seconded

Amended:

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

Proposed by AECAR, Spain

Seconded by: Austria

Not Seconded

Passed unanimously

DELETE:

2.2. QUALIFICATION HEATS:

- g) For the first qualifying round, cars will start according to their car number. For the remaining qualifying rounds, cars will start according to their ranking achieved in the previous round.**

Remark: *As far as the section is using Flying start (rule 2.2.c) it is nonsense to keep it on the handbook*

Proposed by AECAR, Spain

Seconded by: BRCA

Not Seconded

Passed unanimously

2.3. TIMED PRACTICE SYSTEM

- a) The practice for drivers will only be run in the way of a three round race in qualification order. Results of this timed practice will be published (laps and times). Points will be awarded according to the result in each round. The best point result scored in these three rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds.
After timed practice and subject to frequencies and common sense the top 50 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 heats, next 5 in second place and so on. Use this system to 140 drivers and avoid small teams being placed in the same heat.

AMEND THE RULE TO READ:

2.3. TIMED PRACTICE SYSTEM

- a) The practice for drivers will only be run in the way of a three round race in qualification order. Results of this timed practice will be published (laps and times). Points will be awarded according to the result in each round. The best point result scored in these three

rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds.

After timed practice and subject to frequencies and common sense the top 50 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 heats, next 5 in second place and so on. Use this system to **include 180** drivers and avoid small teams being placed in the same heat.

Proposed by EFRA Executive

Seconded by:

Not Seconded

AMEND THE RULE TO READ:

2.3. TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of a three round race in qualification order. Results of this timed practice will be published (laps and times). Points will be awarded according to the result in each round. The best point result scored in these three rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds.

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 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.

Proposed by EFRA Executive

Seconded by: Germany

Not Seconded

Passed unanimously

2.5 FINALS

"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 are 20 minutes duration with the top 3 (three) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) 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).

AMEND THE RULE TO READ:

2.5 FINALS

"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 Semi-final A and B 20 minutes, the final should be 45 minutes.** The top 3 (three) from each up to the quarter finals progressing to the next sub-final and the first 5 (five) 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).

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

Amended: If the the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration.

Proposed by Portugal

Seconded by: France

Not Seconded

Passed unanimously

2.6. TIMETABLE

The timetable for E.C. Shall be as follows:

WEDNESDAY	A.M.	Registration & Technical Inspection
	P.M.	1 round Timed Practice (10 minutes)
THURSDAY	A.M.	2 rounds Timed Practice (10 minutes)

P.M. Reseeding of drivers from practice times.
 Top 50 in 1st 5 heats
 51 - 100 in next 5 heats
 101 - 140 in next 4 heats
 1 round of timed practice to sort out problems

AMEND THE RULE TO READ:

2.6. TIMETABLE

The timetable for E.C. Shall be as follows:

WEDNESDAY	A.M.	Registration & Technical Inspection
	P.M.	1 round Timed Practice (10 minutes)
THURSDAY	A.M.	2 rounds Timed Practice (10 minutes)
	P.M.	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

Proposed by EFRA Executive
 Seconded by: BRCA

Not Seconded

Passed unanimously

EXTEND THE CHRISTMAS TREE FORMAT WITH:

141, 143, 145, 147 149, 152, 153	1/2048	142, 144, 146, 148, 150,152, 154
155, 157,159,161 163,165,167	1/4096	156, 158,160,162 164, 166, 168
169, 171, 173, 175 177, 179	1/8192	170, 172, 174, 176 178, 180

Proposed by EFRA Executive
 Seconded by: Spain

Not Seconded

Passed unanimously

DELETE:

4.2. 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 carburetor.**
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 is to change it for the wording on rule 5.2 of appendix 1, page 85 of the actual handbook

Remark: *There is no mention of the cooling down period on Off road (?????) and there is no "official EFRA measuring cylinder"*

Proposed by AECAR, Spain
 Seconded by: Austria

Not Seconded

AMENDED TO:

4.2. 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 carburetor.**

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 after a heat or final, shall be removed from the car and inspected for a second time after a cooldown period of 15 minutes.*

Proposed by AECAR, Spain

Seconded by: Austria

Not Seconded

Passed unanimously

10 ANY OTHER BUSINESS

It was agreed to forward to the general meeting that at Off-Road i.c. events there will be allowed 2 mechanic and the team-manager in the pit lane during qualification and finals.

BRCA made a presentation of the forthcoming EC in 2003 and Sweden presented their proposal to run the 2004 WC in Furulund. Dallas told us that he is a member of the organisation committee. The track will be altered before the event as agreed. The date will be August 2004.

Germany presented an application for the WC2004 at the venue of the EC2002. Last Year the section meeting decided that the worlds will be in Sweden in the case that EFRA has to hold this event.

France asked all countries to discuss the possibility of running a B-Class EC.

Meeting closed at: 17:45