



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL ARGOSY, DUBROVNIK.**  
**CROATIA**  
**1<sup>ST</sup> to 2<sup>ND</sup> of November 2003**

**MINUTES 1:8 IC BUGGY**

**SATURDAY 1<sup>ST</sup> OF NOVEMBER 2003**

*The meeting opened at: 14:00*

**1. CHAIRMAN'S WELCOME** Mr Mick Hill

**2. APOLOGIES FOR ABSENCE**  
 Apologies have been received from: Czech Rep.

COUNTRY	PRESENT	SECTION SUBSCR	ALLOC EC	Re- ALLOC	ALLOC WC	RE- ALLOC.
AUSTRIA	Alex Fellner		15		2	9
BELGIUM						
CROATIA						
CZECH REP.			3			
DENMARK	Sune Wall		2		4	4
ESTONIA						
FINLAND			4		3	10
FRANCE	Bernard Grubis		20	2	4	6
GEORGIA						
GERMANY	Dirk Horn		18		4	7
GREAT BRITAIN	Peter Crawley		20	1	3	11
GREECE			9			
HOLLAND			2			
HUNGARY						
IRELAND						
ITALY	Robert Cairo		20+2	4	3	12
LUXEMBOURG						
NORWAY	John-H Nymoen		2		4	1
POLAND						
PORTUGAL	Jorge Pamier Feixer		15+1		3	8
ROMANIA						
RUSSIA						
SLOVAK REP.						
SLOVENIA						
SPAIN	Carlos Gomez		20	3	4	2
SWEDEN	Sune Wall		2		4	3
SWITZERLAND	Jacequeline Aebi		15		4	5
<b>TOTAL</b>			<b>170</b>		<b>42</b>	<b>Next 8</b>

Other Present: Jean Luc Retornaz

**3 MINUTES OF 2002 SECTION MEETING**  
 2<sup>nd</sup> to 3<sup>rd</sup> of November 2002— Clarion Oslo Airport Hotel, Gardemoen, Norway

a) Matters arising:  
 The minutes were:

**Proposed by: Spain**  
**Seconded by: GB**

**Passed unanimously**

#### **4 CORRESPONDENCE RECEIVED**

Regarding Worlds in Sweden.

#### **5 CHAIRMAN'S REPORT**

Mick Hill reported that he had attended the WC Warm Up in Furulund. After the event a meeting was organised between the Swedish Federation, the club and EFRA, where recommendations were made.

He also reported on the biggest ever 1/8 Off Road EC at Slough.

Carlos Gomez reported on the GP in Italy. There will be 180 starters and personal Transponders will be used. It has been confirmed that a border fence has been erected around the track, but a major concern was the height of the triple jump. And after discussion it was agreed that we would ask the Italian federation to change the triple into a double and to reduce the height to half its size. Mick will write a letter to the Italian federation.

The Swedish federation gave a report on the progress to date of the organisation of the WC. They will use personal Transponder. Dallas has confirmed that he has no part in the organisation of this event. Sweden has confirmed that the track will be closed to everybody 2 month prior to the event. Slight modifications including an additional jump will be made prior to this event.

#### **6 PRESENTATIONS FOR APPLICATIONS EC 2005 AND GP'S 2004**

France presented an application for the EC 2006. The voting for this EC has to be done at the next AGM.

The next WC should be organised by ROAR. At the moment there are plans to hold it in Las Vegas. France and Germany made an application to host the WC in the case, EFRA will organise this event. It was voted, that France (Reignier) will hold this event.

#### **7 RACE CALENDAR**

##### **2004**

<b>Date</b>		<b>Status</b>	<b>Country</b>	<b>Venue</b>
Mars 19.-21.		GP	Portugal	Mogaduro
May 14 – 16		GP	France	Dolus DÓleron
June 11.-13.		EC-B	France	to be adviced
July 6.-10.		EC	Italy	Monsummano Terme
Aug. 2. 8.	www.frck.org	WC	Sweden	Furulund

##### **2005**

<b>Date</b>		<b>Status</b>	<b>Country</b>	<b>Venue</b>
Aug. 2.-6.		EC	Portugal	Trofa

#### **8 ALLOCATIONS**

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

#### **9 RULE PROPOSALS**

**THE RULE SHOULD BE AMENDED 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 AGM annually. **The number of entries for EFRA European Championships is 120 with a maximum of 150. Accommodations for at least 120 drivers must be available .If the number of entries exceed 120, the accommodation must be sufficient for all participants**

**Remark:** *This proposed figures are based on the experience achieved at last Eurochamp in Slough and other previous ones.*

*180 drivers has been too much even for a good organiser like the BRCA, no chance of sort out problems round, finals of 15 minutes have been problematic to technical inspection.*

*IFMAR has settled a standart on 150 drivers and that's common during years with not too many problems.*

*To build facilities up to 150 drivers may be suitable for national racing or even Ifmar racing, to build them for 180 is no sense, it will be only valid for Eurochamps.*

*To improve actual facilities of top level tracks like Mogadouro, Auxerre, Dijon, Furulund etc on the 120-130 drivers target will be possible with not too much effort only upgrading in 20-30 places, which is a 15-20 % of improvement not a 33 % improvement to reach 180 drivers.*

*The proposed wording is the one used on the 1/8 Track section, fulfils all the needing mentions and it is clear enough, it is even better than our old one..*

**Proposed by AECAR, Spain**

**Seconded by: Germany**

**Not Seconded**

**Amended to:**

**Accommodations for at least 130 drivers must be available. If the number of entries exceed 130, the accommodation must be sufficient for all participants**

**Passed unanimously**

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**THE RULE SHOULD BE DELETED**

**1 ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS**

- 1.4 A 2WD European Championship may be organised each year. It will be run with the racing format of an EC but accommodation standards should be those of a GP (including deposits and EFRA licences). If necessary, EFRA licences must take preference over host country licences but it is not compulsory for drivers of the host country to have a EFRA Licence.**

As a consequence 2WD 1:8 IC Buggy Open European Championship must be deleted from  
**3.2.12 OPEN ENTRY EUROPEAN CHAMPIONSHIP**

**Remark:** *This class does not exist anymore at European level.*

**Proposed by F.V.R.C. FRANCE**

**Seconded by: GB**

**Not Seconded**

**Passed unanimously**

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**THE PROPOSED RULE IS NEW**

**1 ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS**

- 1.4 A 4WD OPEN European Championship "B" may be organised each year. It will be run with the racing format of an EC. Unless a ranking list system is used (starting 2006) after the first two years, entries will not be allowed to drivers who have been ranking in the first sixty (60) drivers of the 1/8 IC Buggy EUROPEAN CHAMPIONSHIPS of the last two years.**

**This Open EC 1:8 Buggy "B" will take place on the second weekend of June.**

As a consequence 4WD 1:8 IC Buggy Open European Championship must be added in:  
**3.2.12 OPEN ENTRY EUROPEAN CHAMPIONSHIP**

**Proposed by F.V.R.C. FRANCE**

**Seconded by: Austria**

**Not Seconded**

Amended to:

- 1.4 **A 4WD European Championship for B-Class drivers may be organised each year. It will be run with the racing format of an GP. It will be held on the 2<sup>nd</sup> weekend of June. Entrees will not be allowed for drivers who have ranked in the first 50 places of the preceding 2 1/8<sup>th</sup> Off Road EC A championships. Entree fee will be like Open entry EC.**

Passed unanimously

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**THE RULE SHOULD BE AMENDED TO READ**

**1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS**

- 1.5 The results of the EFRA-GP's combined with that of the European Championship will give the EFRA ranking list. Points are scored in accordance to the EFRA-Rules (General Rules 3.3.6). The EFRA ranking list is based on the last 2 EC's, the last WC and the best result of one GP in the past year.  
**Top 50 drivers on the ranking list at 31.12 of each year will be considered as "A" licence drivers for the next year together with the top 10 drivers of the B European championship.**

*Remark: We have the ranking list, we can use it to make more attractive a B Eurochamp.*

Proposed by AECAR, Spain

Seconded by: Italy

Not Seconded

Amended to: Delete the rule

Passed unanimously

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**THE RULE SHOULD BE AMENDED TO READ**

**2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND G.P.**

**2.2 QUALIFICATION HEATS**

- 2.2 a) Heats shall contain a maximum of 15 drivers

*Remark: Reason to reduce time table*

Proposed by EFRA Executive

Seconded by: Sweden

Not Seconded

Passed unanimously

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**THE RULE SHOULD BE AMENDED TO READ**

**2.2 QUALIFICATION HEATS**

- a) Heats shall contain a maximum of 12 drivers **except the last 2 ones which may have a maximum of 15 drivers.**
- b) (as it is)
- c) (as it is)
- d) (as it is)
- 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.**  
**Round 2: 3,4,5,6,7,8,9,10,11,12,1,2**  
**Round 3: 6,7,8,9,10,11,12,1,2,3,4,5**  
**Round 4: 9,10,11,12,1,2,3,4,5,6,7,8.**  
**Round 5 12,1,2,3,4,5,6,7,8,9,10,11 or 12,11,10,9,8,7,6,5,4,3,2,1.**

*Remark: 12 drivers x 10 heats = 120 drivers*

*15 drivers x 2 heats = 30 drivers*

*120 + 30 = 150 drivers.*

*The heats of 15 drivers will be the last 2 ones containing the last 30 drivers on the timed practice, this isn't too negative, normally out of those 15 normally some of them will not be able*

to make the start (this is a fact) and they have got what they have deserved, a worse heat than others.

Proposed by AECAR, Spain  
Seconded by:

Not Seconded

withdrawn

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**THE RULE SHOULD BE AMENDED**

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND G.P.  
2.2 QUALIFICATION HEATS

- c) Starting for qualifying will be will be with "Flying start". **The track will be opened with a 2 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".**  
**The announcement: "Clock is running" will indicate that the heat has started.**

*Remark: No need for 3 minute warm up*

Proposed by EFRA Executive  
Seconded by: GB

Not Seconded

Amended to:

- c) Starting for qualifying will be 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".**  
**The announcement: "Clock is running" will indicate that the heat has started.**

Passed unanimously

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**THE RULE SHOULD BE AMENDED**

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND G.P.  
2.2 QUALIFICATION HEATS

- 2.2 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**  
Round 2: **4,5,6,7,8,9,10,11,12,1,2,3**  
Round 3: **7,8,9,10,11,12,1,2,3,4,5,6**  
Round 4: **10,11,12,1,2,3,4,5,6,7,8,9**  
Round 5: **12,11,10,9,8,7,6,5,4,3,2,1**

*Remark: Keeping driver of equal ability together*

Proposed by EFRA Executive  
Seconded by:

Not Seconded

Deferred for further investigation.

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**THE RULE SHOULD BE AMENDED TO READ**

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND G.P.  
2.3 TIMED PRACTICE SYSTEM

- 2.3 a) After timed practice and subject to frequencies and common sense the top **45 driver** will be placed in the first **3 heats** with equal number of each country up to a maximum of 4 drivers in each heat. The first **3 drivers** take 1<sup>st</sup> place in the first **3 heats**, next **3** in second place and so on. **Then the same with the next 45 drivers and so on until all drivers have been re-seeded**

*Remark: Keeping driver of equal ability together*

Proposed by EFRA Executive  
Seconded by:

Not Seconded

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**THE RULE SHOULD BE AMENDED TO READ**

2.3 **FREE PRACTICE AND TIMED PRACTICE SYSTEM**

- a) **The timed** practice for drivers will only be run in the way of a three round race in qualification order **with 15 drivers per heat**. Results of this timed...
- b) **2 series of Free organised practice will be run in heats of 15 drivers on the Wednesday afternoon if possible, this are not to be timed and the maximum track time will be settled by the organiser.**
- c) Timed practice...

**Remark:** *As indicated, Free practice needed is a general feeling among the drivers, it helps them to dismiss the advantage of local drivers knowledge of the track, gives the drivers the possibility to test different tyres and set-ups and gives everyone the chance to feel comfortable with the track. The practice, as it is practice, can be run with 15 cars groups, it is not racing yet.*

Proposed by AECAR, Spain

Seconded by: Austria

Not Seconded

Amended to: **The first round of organised practice will be increased to 15 min. And only the 2<sup>nd</sup> and 3<sup>rd</sup> practice will count for retesting.**

Passed unanimously

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**THE RULE SHOULD BE AMENDED**

2 **RACING FORMAT EUROPEAN CHAMPIONSHIPS AND G.P.**

2.4 **QUALIFYING SYSTEM**

In each round drivers will score points based on lap and times achieved. For all round the maximum number of points given to the fastest driver will be **200**.  
**2<sup>nd</sup> fastest will score 195 points.**  
**3<sup>rd</sup> fastest 194 points, down to the last position one by one.**  
If a driver...

**Remark:** *Standardising point system*

Proposed by EFRA Executive

Seconded by:

Not Seconded

withdrawn

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**DELETE AND AMENDED THE RULE TO READ**

2 **RACING FORMAT EUROPEAN CHAMPIONSHIPS AND G.P.**

2.5 **FINALS**

**The main final will comprise of 12 (twelve) drivers, 6 (six) from each semi, and all subsequent finals of 8 (eight) drivers, with 4 (four) moving up**  
"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.  
After the finish of the quarter finals each semi finalist ("A" and "B") is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (See attached Christmas tree). If the the first subfinal is 1/1024 or less then all subfinals will be 20 minutes duration.

**Remark:** *Christmas tree finals and time table will be adjusted accordingly. To reduce time table*

Proposed by EFRA Executive

Seconded by: GB

Not Seconded

Refused with 7 against and 2 for

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**THE RULE SHOULD BE AMENDED TO READ**

2.5 FINALS

**All finals will have 12 drivers except the highest ones which will have room enough to give the chance of a final to every driver. From each subfinal 4 drivers will progress to the next one.**

"A" series sub-finals will be composed....

Every Qualifying driver must progress to the main final in accordance with the accompanying Christmas tree, **except the top qualifier who will have a direct spot on the main final.**

**All sub-finals will be 20 minutes duration, the Final should be 60 minutes.**

**The top 4 (for) from each up to the quarter finals progressing to the next sub-final and the first 5 from each semifinal together with the remaining fast result of the non direct qualifier of both semifinals combined.**

After the finish of the quarter finals each semifinalist (A & B) is entitled to 10 minutes practice time with numbers and appropriate radio frequencies (see attached Christmas tree). **The direct qualifier will choose the group for his practice.**

**Remark:** SubFinals of 12 drivers, means 24 semifinalist drivers, this is not enough reward for the top qualifier, he has been fast on qualification so he deserves the direct spot like it is done at the worlds.

*With this scheme all finals can be 20 minutes.*

*The Euro finals deserve the highest duration as being the most important race in Europe so 1 hour will be suitable..*

**Proposed by AECAR, Spain**

**withdrawn**

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**THE RULE SHOULD BE AMENDED 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 <b>45</b> in 1st <b>3</b> heats
		<b>46 - 90</b> in next <b>3</b> heats
		<b>91 - 135</b> in next <b>3</b> heats
		<b>136 -180 in the last 3 heats</b>
FRIDAY		1 round of timed practice to sort out problems
		3 rounds qualifying
	P.M.	Drivers Banquet
SATURDAY	A.M.	2 rounds qualifying
	P.M.	1/8192Finals A & B (A is run first)
		1/4096
		1/2048
		1/1024
		1/512 Finals A & B
		1/256 Finals A & B
		1/128 Finals A & B
SUNDAY	1/64	Finals through to "A" Final

Final to commence 15.30

The round of practice after reseeding will be 5 minutes unless time does not allow. Then the organisers can reduce this to a minimum.

**Remark:** Adjusted timetable if the above proposed rule changes of 2.5 is accepted

**Proposed by EFRA Executive**

**Seconded by:**

**Not Seconded**

**withdrawn**

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**THE RULE SHOULD BE AMENDED TO READ**

2.6. TIMETABLE

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

**TUESDAY** A.M. Registration & Technical Inspection

<b>WEDNESDAY</b>	P.M.	1 round Timed Practice (10 minutes)
	A.M.	2 rounds Timed Practice (10 minutes)
	P.M.	Reseeding of drivers from practice times. Top <b>45</b> in 1st <b>3</b> heats <b>46 - 90</b> in next <b>3</b> heats <b>91 - 135</b> in next <b>3</b> heats <b>136 -180 in the last 3 heats</b>
<b>THURSDAY</b>		1 round of timed practice to sort out problems
<b>FRIDAY</b>	A.M.	3 rounds qualifying
	P.M.	2 rounds qualifying 1/8192Finals A & B (A is run first) 1/4096 1/2048 1/1024 1/512 Finals A & B 1/256 Finals A & B 1/128 Finals A & B
<b>SATURDAY</b>	1/64	Finals through to "A" Final
Final to commence 15.30		<b>Immediately after the finish of the race and before the drivers leave the drivers' rostrum, the unofficial winner must be declared for the public and a symbolic first place award is presented. This award must be returned to the Organiser immediately after the unofficial ceremony.</b>
	<b>19.00</b>	<b>Official Price giving ceremony.</b>
	<b>20.00</b>	<b>Drivers banquet, ticket to be sold in advance.</b>

The round of practice after reseeding will be 5 minutes unless time does not allow. Then the organisers can reduce this to a minimum.

**Remark:** *To often is there only a few persons present when the official Prize Giving Ceremony taken place, especially if there have been any delay during the race. One reason is that participant has flight or other travelling arrangement to take care of in order to be back at work on Monday. The reason for this proposal is to put the level of the ceremony up to a standard worthy an EFRA EC. We also think that persons involved in the event will be more relaxed when the race is completed and they have the complete Sunday for recovering and travelling. Organisers that struggle to get people helping with the re construction of the facilities will hopefully welcome this proposal as well.*

Proposed by EFRA Executive  
Seconded by: Austria

Not Seconded

Ammended to:

<b>TUESDAY</b>	A.M.	Registration & Technical Inspection
	P.M.	1 round Timed Practice (15 minutes)
<b>WEDNESDAY</b>	A.M.	2 rounds Timed Practice (10 minutes)
	P.M.	Reseeding of drivers from practice times. Top 50/60 in 1 <sup>st</sup> 5 heats 51/61 – 100/120 in next 4/5 heats 1 round of timed practice to sort out problems
<b>THURSDAY</b>		3 rounds qualifying
<b>FRIDAY</b>	A.M.	2 rounds qualifying
	P.M.	1/8192Finals A & B (A is run first) 1/4096 1/2048 1/1024 1/512 Finals A & B 1/256 Finals A & B 1/128 Finals A & B
<b>SATURDAY</b>	1/64	Finals through to "A" Final
Final to commence 15.30		<b>Immediately after the finish of the race and before the drivers leave the drivers' rostrum, the unofficial winner must be declared for the public and a symbolic first place award is presented. This award must be returned to the Organiser immediately after the unofficial ceremony.</b>
	<b>19.00</b>	<b>Official Price giving ceremony.</b>
	<b>20.00</b>	<b>Drivers banquet, ticket to be sold in advance.</b>



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**THE RULE SHOULD BE AMENDED TO READ**

2.4 TIMETABLE  
The timetable for EC shall be as follows:  
**Wednesday**  
AM registration & Technical Inspection from 9:00 to 17:00  
PM  
1 Round free practice, 10 heats of 15 drivers, 10 m. track time = 12min x10 heats = 120 min  
14:00 to 16:00  
2 Round free Practice, 10 heats of 15 drivers, 10 m. track time = 120 min. = 16:15 to 18:15  
**Thursday**  
1<sup>st</sup> round of timed practice (10 Heats of 15 drivers each one) .....09:00 to 11:00  
2<sup>nd</sup> round of timed practice.....11:15 to 13:15  
3<sup>rd</sup> round of timed practice.....13:30 to 15:30  
Reseeding & opening ceremony  
  
**Friday**  
Sort out problems round..... 9:00 to 11:00  
3 rounds of qualifying  
1<sup>st</sup> .....(10 h. of 12 drivers, last 2 h. of 15 drivers)....from 11:15 to 13:15  
2<sup>nd</sup> .....from 13:30 to 15:30  
3<sup>rd</sup> .....from 15:45 to 17:45  
  
**Saturday**  
2 rounds qualifying  
4<sup>th</sup> .....from 09:00 to 11:00  
5<sup>th</sup> .....from 11:15 to 13:15  
Finals to start at 15:00  
1/256..... 15:00 to 16:00 (130 to 150)  
1/128.....16:00 to 17:00 (114 to 129)  
1/64.....17:00 to 18:00 (98 to 113)  
**Sunday**  
1/32.....09:00 to 10:00 (82 to 97)  
1/16.....10:00 to 11:00 (66 to 81)  
1/8.....11:00 to 12:00 (50 to 65)  
1/4.....12:00 to 13:00 (34 to 49)  
Practice semifinalists: ..13:00 to 13:30 (18 to 33)  
Semifinals.....13:30 to 14:30 (2 to 17)  
Main Final.....15:45 to 16:30 (15 mins previously presentation)  
NOTE: The opening ceremony and the reseeding round can be changed between both depending on the race director decision.

**Remark:** *This proposed timetable is based on the experience achieved at last Eurochamp in Slough and other previous ones.  
180 drivers has been too much even for a good organiser like the BRCA, no chance of sort out problems round, finals of 15 minutes have been problematic to technical inspection.  
IFMAR has settled a standart on 150 drivers and that's common during years with not too many problems.  
The drivers need to have practice at track with no influence on the race results, make to them compulsory to attend an international race at the track previously is unfair to low budget drivers (or non pro drivers). Even more, to dedicate the Wednesday to that use allows people to arrive at the track during that day with no influence over qualifying heats which will be created based on results of Thursday.  
The need of free practice to test tires, engines and to get some confidence with the track is quite a strong feeling among the drivers...*

Proposed by AECAR, Spain  
Seconded by:  Not Seconded

withdrawn

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**DELETE**

3 RACE PROCEDURE

- 3.2 Time penalties must be awarded as **10 second** stop and go penalties where possible. The referees should inform the driver and should be announced through the sound system, and the driver must bring the car to special indicated area within the next 3 laps. This area is controlled by the start Marshall, no refuelling or repairs to be allowed. In the case the driver does not stop, a one lap penalty will be given.

**Remark:** *It has no sense, mandatory 10 seconds limits the criteria of the referees; at General rules the lasting of the Stop & go is decided by the referees considering the track and even advantage gained. (page 74, rule 8.10).*

Proposed by AECAR, Spain

Seconded by: GB

Not Seconded

Passed unanimously

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#### **THE PROPOSED RULE IS NEW**

### **3 RACE PROCEDURE**

- 3.3. **Marshalling during practice and qualifying is done by the drivers (only drivers participating must marshal due to insurance implications) who would marshal the race after their own and so on. For finals the large teams provide the most marshals, maximum 2, smaller countries 1 and very small countries none. The marshal on designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.**

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Ammended to:

- 3.3. **Unless the hosting club doesn't provide Marshalls, Marshalling during practice and qualifying is done by the drivers (only drivers participating must marshal due to insurance implications) who would marshal the race after their own and so on. For finals the large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none. The marshal on designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.**

Passed with 2 against and 6 for

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#### **THE RULE SHOULD BE AMENDED TO READ**

### **4.2. ENGINES**

- a) Internal combustion engines with maximum capacity 3.5 ccm.  
b) Fuel tank capacity: **Maximum** 125 ccm **at all times**, 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.

Proposed by EFRA Executive

Seconded by: Italy

Not Seconded

Not passed with 7 against and 1 for

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#### **DELETE**

### **4.3. SILENCER**

- 4.3.2 Exclusively for 1:8 IC Off-Road Cars, any two chamber muffler listed and complying to the 1999 EFRA Approved Muffler list **and to the 1999 FEMCA Approved Muffler list** shall be allowed. This being in addition to those three chamber silencers on the current EFRA muffler homologation list.

**Remark:** *Those were valid only up to 31.12.2002.*

Proposed by EFRA Executive

Seconded by: Spain

Not Seconded

**Passed unanimously**

**10 ELECTION OF CHAIRMAN**

Mr Mick Hill	Great Britain
Mr Carlos Gomez	Spain

In a secret ballot Mick Hill was re-elected.

**11 ANY OTHER BUSINESS**

Mick Hill advised that 2 proposals had been passed for IFMAR World events:

- 1) Flying starts
- 2) No direct qualifier into the final

Meeting closed at: 18:40