



EFRA ANNUAL GENERAL MEETING

HOTEL Sercotel Sorolla Palace

Valencia, Spain

1st and 2nd of November 2014

Minutes 1:8 IC Buggy

SATURDAY 1st OF NOVEMBER 2014.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

The chairman opened the meeting at 13:45

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovak, Slovenia, Russia, Poland, Ireland, Greece, Estonia, Czech Republic

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC B	EC B Re	EC A	EC A Re		
AUSTRIA	Thomas Pilsits		5		16	x		
BELGIUM					3			
BULGARIA								
CROATIA	Antje Dujic				2			
CZECH REP.					8			
DENMARK								
ESTONIA			2		4			
FINLAND			1		10			
FRANCE	Jasmin Bruno		14		16	x		
GERMANY	Norbert Rasch		20		16	x		
GR. BRITAIN	Kevin Griffin		25	x	16	x		
GREECE			1					
HUNGARY								
IRELAND			7		1			
ITALY	Andrea Vaselli		2		16	x		
LUXEMBOURG								
MONACO					1			
NETHERLANDS			2		2			
NORWAY	Stein Nordwall				5			
POLAND			2					
PORTUGAL	Helder Barros		7		8			
RUSSIA			2		6			
SLOVAK REP.					1			
SLOVENIA					2			
SPAIN	Jose Alfonso Pineda		10		16	x		
SWEDEN					10			
SWITZERLAND	Francos Moser		3		8			
TURKEY								
TOTAL	10		103		167			

Other persons present: Dallas Mathiesen, Janet & Mick Hill

3. MINUTES OF 2013 SECTION MEETING

November 2013— Zagreb, Croatia

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2013.

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

4. CORRESPONDENCE RECEIVED

We did have the logical mail correspondence relating to spots requested and granting, we do have a proposal later related to how to improve publishing definitive lists related to.

We have received suggestions and comments, but this is something normal.

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman, to be found as attachment.

Questions were raised following his report and it was decided that, the deposit for Madrid will not be refunded.

6. PRESENTATIONS FOR APPLICATIONS EC 2016 AND GP'S 2015 & successive

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, no other proposal will be accepted after distribution of the agenda.

For the EC it was voted between Portugal, Austria and Spain. The second vote between Austria and Spain was a tie and so the Section Chairman decided to give the EC A 2016 to Spain.

ECB 2016 goes to Portugal, EC Electric 2015 to Austria and the EC-Electric 2016 to Croatia.

Year/Date	Alt. Date	Status	Country	Venue
20-22 Feb 2015	2016	EC Elec Offroad	Spain	Malaga
April 2015		GP	France	Noeux Les Mines
24 July 2015		GP	Bulgaria	Vratza/Ledenica
2015		EC Elec Offroad	Austria	Fehring
2015		GP	Portugal	Freixedas
2015		IR	Italy	Sacile
2016		EC-A or B	Portugal	Freixedas
2016		EC-A or B	Austria	Fehring
19-20 June 2016	26-27 June 2016	EC-B And Elec Offroad	Croatia	Velika Gorica
10-11 July 2016	17-18 July 2016	EC-40+ and Elec Offroad	Croatia	Velika Gorica
August 2016		EC-A	Spain	Redovan

Final Race calendar 2015

Year/Date	Status	Country	Venue
10.-12. April 2015	GP	France	Noeux Les Mines
1.-3. May 2015	IR	Great Britain	Herts
8.-10. May 2015	IR	Italy	Sacile
12.-14. June 2015	EC-B	Great Britain	Herts
6.-11. July 2015	EC-A	Italy	Sacile
11.-13. September 2015	EC-40+	France	Noeux Les Mines
14. -16. August 2015	EC-Electric 1/8	Austria	Fehring

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
July 2016		EC-A	Spain	Redovan
June 2016		EC-B	Portugal	Freixedas
01.08.16		EC-Electric	Croatia	Velika Gorica

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21th. December LATEST.

Adjustments can be made without financial implications up to 21st December 2014.

8. RULE PROPOSALS.

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

APPENDIX 2 1/8th SCALE IGNITION OFF ROAD CARS

THE RULE SHOULD BE AMENDED TO READ:

1.2.

Existing Rule:

EC A+ with more than 150 drivers can only be allocated to federations that have already organized a successful EC B or EC A in the precedent years.
The National Federation must confirm the capacity of the organizer for an event with more than 150 drivers.

Proposal:

C A+ with more than 150 drivers can only be allocated to federations that have already organized a successful EC B or EC A in the precedent years.
The National Federation must confirm the capacity of the organizer for an event with more than 150 drivers. **In order to ensure the appropriate rotation in the venues of ECA & ECB, when considering applications for each kind of event, the venues who had not allocated one of those in the preceeding 3 years will have preference.**

Remarks:

To ensure we are not going to repeat venues and to give chances to all EFRA countries to welcome us.

Proposed by EFRA

Seconded by: AECAR

The proposal: x Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

1.6.

Existing Rule:

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

Proposal:

Allocations lists with reallocations for EC A & B to be published on EFRA website: **5 weeks before the first day of the event.**

Remarks:

When using fixed dates like we are doing is problematic when the event is 1 month later than usual, (i.e. This August ECA) and obviously if by any chance we decide to anticipate any of the 2 events then the fixed dates are more useless

Proposed by EFRA

Seconded by: ÖFMAV

The proposal: x 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. 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 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.

Proposal:

a).- 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.

b).- An Indoor EC may be organized each year, preferably from 2nd weekend of November to February.

c).- 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.

Remarks:

To break it into a-b-c to make more visible the 3 different kind of events.

Proposed by EFRA

Seconded by: AECAR

The proposal: x 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. 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 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.

- 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 Indoor EC may also include Electric 1/8th models.
- Remarks:** We are going to create an specific article for Technical side of Electric 1/8th, so there is no need of such regulation here.

Proposed by EFRA

Seconded by: FEPR

The proposal: x Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.1.

- Existing Rule:** The GP and the European Championship for B class drivers will have the same format as specified in the following rules adapted to a 3 day event with only four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to 120 drivers, special allowance can be given by the EFRA AGM Section Meeting up to a maximum figure of 144 drivers, and reseeding of the heats will only be done in case of clear necessity on the criteria of the R.D. and Referee.
At the GP held at the event intended to host the European Championships in the previous year and in the same year i.e. the warm up event, the full race program should be used and tested including the reseeding of heats after practice.
- Proposal:** The **GP**, the European Championship for B class drivers **and the Open Entry EC Events** will have the same format as specified in the following rules adapted to a 3 day event with only four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to 120 drivers, special allowance can be given by the EFRA AGM Section Meeting up to a maximum figure of 144 drivers, and reseeding of the heats will only be done in case of clear necessity on the criteria of the R.D. and Referee.
At the GP held at the event intended to host the European Championships in the previous year and in the same year i.e. the warm up event, the full race program should be used and tested including the reseeding of heats after practice.
- Remarks:** To include the +40 and to make clear that the +40 is a 3 days event

Proposed and amended by EFRA

Seconded by: ÖFMAV

The proposal: x 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 "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.
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.

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.
All qualifying runs and finals are ran by "time plus next lap" system.
Qualifying heats are of 5 minutes duration. The choice of **general** 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:

To make clear what rule we are referring to

Proposed by EFRA

Seconded by: HAMS

The proposal: x 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 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 place 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" **early in the morning**, 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 place 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:

Instead of saying "from 9 to 10", it is better to say early in the morning.

Proposed by EFRA

Seconded by: BRCA

The proposal: x 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 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 place 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 place 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:

Delete the actual b).- the actual first sentence of part 2.3.a already covers the issue.

Proposed by EFRA

Seconded by: AECAR

The proposal: x 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 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.

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.

b) **RESEEDING** : 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 **150/180** drivers and avoid small teams being placed in the same heat.

The sort out problems round after reseeding can be done alternatively wednesday afternoon after the opening ceremony or early thursday morning.

Remarks:

Make a new b) with the Reseeding System and correct the 130 old figure carrying it to 150 and make possible to move the sort out problems to Thursday morning.

Proposed by EFRA

Seconded by: FEPR

The proposal: x 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.

There will be a final for under 17 drivers after the 40+ final 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 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 from 1/256 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+ final 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.

2.5 bis .- 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:

Limit the longer finals to those starting at 1/256 level.
Make clear the difference for the possible indoor event.

Proposed by EFRA

Seconded by: BRCA

Amended by the Sektion Chairman to

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+ final 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.

2.5 bis .- 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.

Seconded by: BRCA

The proposal: x Passed Unanimously

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 + 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 Organisers. Banquet Tickets to be sold in advance if such existing.

Proposal:

TIMETABLE

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

The Race Organiser should schedule all events for each day to be completed and the track closed by 18:30.

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. **Early in the morning** 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 Organisers. Banquet Tickets to be sold in advance if such existing.

Remarks:

The reference to end each day before 18:30 is copy and paste of rule 8.1 at page 115 of Appendix 3.

Substitute the "9 to 10" by "early in the morning"

Proposed by EFRA

Seconded by: AECAR

The proposal: x Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.1.

Existing Rule:

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.
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) 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 minimise damage in the case of it entering into contact with other participants, marshalls or any person.
The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.

Proposal:

GENERAL DIMENSIONS:

a) Overall length 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 **different than the personal transponder and a possible switch on-off** 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 minimise damage in the case of it entering into contact with other participants, marshalls or any person.
The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.

Remarks:

The P.T., Personal Transponder, and an eventual switch on-off are the only two other electronic elements valid to be placed at the car.

Proposed by EFRA

Seconded by: ÖFMAV

The proposal: x Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.3.1.

Existing Rule:

Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the car.
The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.
EFRA's definition of a noise level is always final.
Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.
The use of the 3000 series of mufflers is allowed, the manifolds are free.
The use of partly the mufflers of the 2007 list, from i.e. EFRA2040 till 2060, with or without an extra silencing unit. EFRA will do some tests to search for the better mufflers.

- Use of any new 3100 series of a minimum of 2-chamber mufflers which are equipped with an extra silencer or comply to a far better noise level as the 3000 series.
- Proposal:** Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the car.
The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.
EFRA's definition of a noise level is always final.
Only EFRA homologated mufflers **published for the season** are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.
- Remarks:** Without making reference to the number of chambers it must be clear that only the ones valid for the season and published by 1st of March are the ones to be used, not old engraved ones just because those are EFRA engraved.

Proposed by EFRA

Seconded by: FEPR

The proposal: x 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. EFRA noise testing equipment will make all tests regarding noise levels. EFRA's definition of noise is final.
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).
- Proposal:** EFRA may noise test any car at any time during the event. EFRA noise testing equipment will make all tests regarding noise levels. EFRA's definition of noise is final.
When the noise trap is in use penalties **and instructions** may be given at **all race stages: practice**, qualifying (loss of the drivers best result) or finals (minus 1 lap on the **final**). **It is advised to place the noise trap centered over the track or focussed to avoid wrong readings.**
- Remarks:** The noise trap can be used as well at practice and controlled practice, it will only help all of us to have a better race.
The best position can be normally like hanging centered over the track but sometimes if possible it can be better to be pointing towards a specific point on the track.

Proposed by EFRA

Seconded by: AECAR

The proposal was withdrawn.

THE RULE SHOULD BE AMENDED TO READ:

5.3.3.

- Existing Rule:** EFRA may noise test any car at any time during the event. EFRA noise testing equipment will make all tests regarding noise levels. EFRAs definition of noise is final. 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).
- Proposal:** EFRA may noise test any car at any time during the event. EFRA noise testing equipment will make all tests regarding noise levels. EFRAs definition of noise is final. From 2016 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:** This item Needs further experience and texting before it can be used for punish Drivers.

Proposed by DMC

Seconded by: ÖFMAV

The proposal: x Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.7.

- Existing Rule:** 5.7. 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 means 5 years of disqualification from any EFRA and IFMAR event.
- Proposal:** As alternative copy the rule of 16 % nitro from 1/8 IC Track, rule 5.19 at page 95 of EFRA Handbook 2014. Valid from 2016
- Remarks:** In order to avoid ANY problems in the future. Our engines are able to run properly on 16 % nitro without any problem.

Proposed by EFRA

Seconded by: NMF

The proposal: x Passed with 8 for, 0 against and 2 abstentions.

THE RULE IS NEW:

5.8.

Proposal: 5.8 Electric 1/8th Technical

5.8.1 Motors:

Can : Maximum overall length is 77.00mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Motor mounting holes must be on 1.00- inch (25.40mm) centers.

Stator: Motor stator maximum outside diameter is 39mm.

Rotor: External shaft diameter shall be 5mm. It may only be either a 2 pole or a 4 pole design with a maximum 12-slot stator.

5.8.2 Battery Cells : 14.8v lithium battery maximum

- 11.1v 3s Lipo
- 14.8v 4s Lipo
- If two 2s 7.4v Li-Poly packs are used, they must be the same brand and part #.

5.8.3 Transmission and drive:

- Single speed transmissions only
- 4WD

5.8.4 BodysHELLs

Body Style: Buggy or other off-road style body that resembles an actual off- road racing vehicle.

Body shell holes/vents:

The front and rear ends of the shell must retain some of the original profile of the two ends of the shell. Front and rear facing areas within the body shell surface which are 'marked' with the intention of removal to form "air scoops/ vents" are allowed to be removed, within a maximum dimension of 10mm in any direction regardless of the manufacturers marking. If no "marked" air scoops/vents are designed in the original mould to assist airflow to the motor or ESC, then material may be removed to a maximum of 10 mm. in any direction within a maximum square area of developed size 30 mm x 30 mm, in two places only. Windows are not allowed to be removed or include holes, other than for the purpose of the antenna, not allowing protusion out either by the motor or the ESC or the cooling unit. All Gears must be covered.

5.8.5 Special electric safety rules

At Technical inspection it will be checked that no battery shows any deformity or manipulation.

If chassis leaves batteries exposed by bottom side those must be protected with a valid safe system, i.e. lexan of 0.30 mm is considered a suitable protection.

Maximum voltage before any run 16:80 v before the start of the run.

Thermal bodies with its holes can be used covering those holes properly.

Remarks: Self explanative, to keep it simple and open will help to developing of reasonable standards.

Proposed by EFRA

Seconded by: AMSCI

Amended by AECAR

Proposal: 5.8 Electric 1/8th Technical

5.8.1 Motors:

Can : Maximum overall length is 77.00mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Motor mounting holes must be on 1.00- inch (25.40mm)

centers.

Stator: Motor stator maximum outside diameter is 39mm.

Rotor: External shaft diameter shall be 5mm. It may only be either a 2 pole or a 4 pole design with a maximum 12-slot stator.

Only sensored Motors are allowed.

5.8.2 Battery Cells : 14.8v lithium battery maximum

- 11.1v 3s Lipo
- 14.8v 4s Lipo
- If two 2s 7.4v Li-Poly packs are used, they must be the same brand and part #.

5.8.3 Transmission and drive:

- Single speed transmissions only
- 4WD

5.8.4 Bodysells

Body Style: Buggy or other off-road style body that resembles an actual off- road racing vehicle.

Body shell holes/vents:

The front and rear ends of the shell must retain some of the original profile of the two ends of the shell. Front and rear facing areas within the body shell surface which are 'marked' with the intention of removal to form "air scoops/ vents" are allowed to be removed, within a maximum dimension of 10mm in any direction regardless of the manufacturers marking. If no "marked" air scoops/vents are designed in the original mould to assist airflow to the motor or ESC, then material may be removed to a maximum of 10 mm. in any direction within a maximum square area of developed size 30 mm x 30 mm, in two places only. Windows are not allowed to be removed or include holes, other than for the purpose of the antenna, not allowing protusion out either by the motor or the ESC or the cooling unit. All Gears must be covered.

5.8.5 Special electric safety rules

At Technical inspection it will be checked that no battery shows any deformity or manipulation.

If chassis leaves batteries exposed by bottom side those must be protected with a valid safe system, i.e. lexan of 0.30 mm is considered a suitable protection.

Maximum voltage before any run 16:80 v before the start of the run.

Thermal bodies with its holes can be used covering those holes properly.

**Proposed by
AECAR**

Secoded by: HAMS

The proposal:x Passed Unanimously

9. ELECTION OF VICE SECTION CHAIRMAN

Mr Alexander Fellner is willing to restand. He was voted unanimously.

10. ANY OTHER BUSINESS

In reference to the Worlds in Las Vegas EFRA will kindly ask IFMAR to send someone early next year 2015 to check all needed requirements and report back.

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 17:30