



EFRA ANNUAL GENERAL MEETING
HOTEL Sofitel, Brussels.
Belgium
4th to 5th of November 2006

Minutes 1:8 IC Buggy

SATURDAY 4th OF NOVEMBER 2006.

The meeting started at 14:00

1. CHAIRMAN'S WELCOME Mr Carlos Gomez

Mr. Carlos Gomez welcome all the attendants

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Hungary, Czech Rep., Slovenia

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re
AUSTRIA	Alex Fellner		15	2	8	
BELGIUM	Jean Paul Voumard		9		4	
BULGARIA						
CROATIA						
CYPRUS						
CZECH REP.			12	3	9	
DENMARK			-		2	
ESTONIA			-		-	
FINLAND			5		6	
FRANCE	Grubis/ Retornaz		11	5	21	5
GEORGIA			-		-	
GERMANY	Norbert Rasch		20	1	18	
GREAT BRITAIN	Kevin Griffin		5		19	3
GREECE	Dimitris Tsigos		3		7	2
HOLLAND			-		-	
HUNGARY			1		-	
IRELAND			-		-	
ITALY	Roberto Cairo		12	4	19	1
LUXEMBOURG			-		-	
NORWAY	Erik Fink		0		5	
POLAND			-		-	
PORTUGAL	Ricardo Stricker		0		9	
ROMANIA			-		-	
RUSSIA			2		-	
SLOVAK REP.					4	
SLOVENIA			-		-	
SPAIN	Alfonso Pineda		5		19	4
SWEDEN	Lars Gunnarsson		10		15	
SWITZERLAND	Jacqueline Aebi		10		15	
TOTAL	12		120		180	

Other persons present:
Mick & Janet Hill
Dallas Mathiessen
Ted Longshaw

3. MINUTES OF 2005 SECTION MEETING

5th -6th of November 2005— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2005.

The following person was elected to check the minutes of this year: Mr. Kevin Griffin BRCA

4. CORRESPONDENCE RECEIVED

Several letters and e-mails regarding spots, allocations, and licences, how to build a track and how to homologate mufflers.

5. CHAIRMAN'S REPORT

Chairman presented his report to the meeting.
Matters arising from Chairman's report:

DM asked for a small change related to Indonesia Worlds changing "pretty well" by "very well" organized.

Clarification over the timing of the first lap was mentioned .

- Deposits: GP Ripoll: Friday was problematic.... at the end it worked well but at least they deserve a comment both organizers, AECAR and the local club.
- Actions : action is suggested over unfair attitude of an European country and a driver due to not advising his absence, country Luxemburg, Driver Adrien Bertin, 2 drivers from other country were denied any chance of free spots it has been decided to address this issue to the General Meeting / EFRA Committee for possible future action

6. PRESENTATIONS FOR APPLICATIONS EC 2007 AND GP'S 2007

Final Race calendar 2007

Year/Date	Alt. Date	Status	Country	Venue
31--1 April		GP	Belgium	Boufioux
12-13 May		GP	France	Vaux, Auxerre
9-10 June		Euro B	Germany	Sand, Germany
10-14 July		Euros A	France	Vaux, Auxerre
18-19 August		GP	Norway	Skien, Norway
8-9 September		GP	Italy	Monsummano

With Italy as the discardable one in case of necessity.

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
8-12 July	2-6 July 2008	Euro A	Greece	Heraklion
14-15 June		Euro B	France	Lyon
2009		Euro A	Austria	Unterwöbling Strong recommend

7. ALLOCATIONS

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

8. RULE PROPOSALS

THE RULE SHOULD BE AMENDED TO READ:

2.1 The GP, The European Championship for B class drivers **and the 40+ 4WD Open Championship**, will haveetc...

Remark: The quantity of 1/8 Buggy drivers in Europe makes sure that such an Open Championship will be well attended.

If the Section creates this Championship, FRANCE is willing to organise the first one.

Proposed by FVRC, France

Withdraw

THE RULE SHOULD BE AMENDED TO READ:

2.4. QUALIFYING SYSTEM

In each round drivers will score points based on laps and times achieved. **For all rounds the maximum number of points given to the slower driver will be equal to the maximum possible of allocation places for the EC.**

1st fastest driver will score 0 (zero) points

2nd fastest will score 2 (two) points.

3rd fastest will score 3 (three) points.

Up to the last position one by one.

If a driver has not completed a lap, **maximum points** will be awarded in that round.

In every, round in the event of a tie the points will be equally awarded to each driver and the first driver not tying will get one point **more**.

In the case of two or more drivers having the same points score the next best score determines position. If still unable to resolve with the next best rounds then driver with fastest laps and times will determine position.

Out of 5 completed rounds 3 to count

Out of 3 and 4 completed rounds 2 to count

Out of 1 and 2 completed rounds 1 to count

Remark: At IFMAR World Championship at Jakarta we have seen problems out of the actual system we are using, also the standardize project regarding rules and race management advise it so. Sometimes we have to recognize other sections are good on ruling too

Proposed by EFRA Section Chairman

Withdraw

THE RULE SHOULD BE AMENDED TO READ:

2.5 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~~ **Even** places drivers following qualification. "B" series sub-finals will be composed of **Even** ~~Odd~~ placed drivers after qualification except Top qualifier after classification rounds.. Every qualifying driver **but Top Qualifier** 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 final A and B 20 minutes, **the semifinals will be of 30 minutes and** the final ~~should be~~ can be 45 minutes **or 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). **Top Qualifier will have the right to use both practice sessions with number 1 on his body shell.** If the first subfinal is 1/1024 or less then all subfinals **up to semifinals** will be 20 minutes duration.

Remark: To be top qualifier doesn't mean nearly anything different than to be 14th classified. With the right to use both practice sessions his theatrical miss-advantage will have less importance. The risk of being out of the race at semi finals is too high for him, remember Yannick at Furulund 2004 and at Reims 2005.

Semi finals at 30 minutes mark are a proper race to decide who is to race the main final.

Final possible at 60 minutes is something Europe deserve, the biggest and important races are run to 60 minutes mark

Proposed by EFRA Section Chairman
Seconded by:

Not Seconded

THE RULE SHOULD BE AMENDED TO READ:

2.5 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 Semi-final A and B 20 minutes, the final should be 45 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). 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.

Remark: The finals for drivers over 40 this years had been a success with drivers desperately willing to drive those finals and it helps to show to keep on going, if public is present (which must be one of the goals of our main races) we must give them show and not to kill the action just before the main final for nearly 1 hour.

Proposed by EFRA Executive
Seconded by: Spain
The proposal:

Not Seconded

Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

3.3 SAFETY

Safety for everybody must be the most important aspect when designing a track **and at every moment while race is on progress.**

All non authorised people will have to leave the track area when the call 1 minute to start is given.

Remark: Safety is not only for designing the track but all over the event, it is always of primary importance. Press people and other people will have to clear the track area (unless otherwise authorised) before the start of each race

Note: This proposal is incorporated as well on the main meeting agenda.

Proposed by EFRA Executive
Seconded by: France

Amended to : **Press and media will be informed of this rule by the organizer when obtaining their press pass.**

Proposed by France

seconded by Great Britain

Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

4. RACE PROCEDURES

Race procedures shall be as for sections 2 & 3 & 4 - 1:8 scale racing cars (Appendix 1) adapted to the special characteristics of the off-road section.

Parc Ferme:

All cars of the the first semi-final will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released at the same time ***unless common sense due to weather circumstances indicates it so, decision will be made by the Race Director and the referees.***

Delayed Start:

As long as the starter has not called the cars to the start line, every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay have to start last from the start grid (11th position).

Remark: Weather changes may lead to a semi final with a horrible track conditions and another one quite good ones, then the same amount of time maybe unfair for those who need to rebuild the whole car

Proposed by EFRA Section Chairman

Withdraw

THE RULE SHOULD BE AMENDED TO READ:

4. RACE PROCEDURES

Race procedures shall be as for sections 2 & 3 & 4 - 1:8 scale racing cars (Appendix 1) adapted to the special characteristics of the off-road section.

Parc Ferme:

All cars of the the first semi-final will be impounded in parc ferme during the later semi-final. All cars of both semi-finals will be released at the same time.

Delayed Start:

As long as the starter has not called 30 seconds, (the trial lap, if existing, is part of the procedure after 30 seconds) the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi final and the final.

- **the track is closed, if the delay is requested as a result of frequency or radio problems**
- **the track is open, if the delay is requested for mechanical repairs or problems.**

Any driver asking for a delay will start from the end of the grid last position + 1 to be painted on the track) or from the pit lane in case he is not in time at the grid

Remark: Standardize rules, the on road rules are more logical and fully comprehensive, so that we propose to adapt those

Proposed by EFRA Section Chairman

Withdraw

THE PROPOSED RULE IS NEW

4 RACE PROCEDURES

4.3 *A sample of the car numbers intended to be used must be sent to the Section Chairman 1 month in advance of the event as limit date, after consultation with the appointed referee he will grant permission or require changes.*

Remark: Size of numbers and size of the track are related and quite sensible issue when racing, we need to be sure they are adequate

Proposed by EFRA Section Chairman

Withdraw

DELETE:

5 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. ~~*This rule in operation as of Jan. 1996*~~

Remark: Logical deletion, 10 years old remark...

Proposed by EFRA Executive

Seconded by: Austria

The proposal:

Not Seconded

Passed Unanimously

THE PROPOSED RULE IS NEW

5.2 ENGINES

Any tank found to be illegal (more than 125,00 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 fifteen (15) minutes. This "cool down" period is only necessary in the case of air temperatures above 20 degrees Celsius.

Remark: Heat from the engine, can make the tank bigger.

Proposed by NBF, Norway

Seconded by: Italy

The proposal was amended to:

5.2 ENGINES

d) Any tank and fuel line up to the carburetor found to be illegal (more than 125,00 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 fifteen (15) minutes. This "cool down" period is only necessary in the case of air temperatures above 20 degrees Celsius.

Proposed by Great Britain

Seconded by: Spain

Passed with ...11.... for, ...0... against and1 abstentions.

DELETE:

5.4. TYRES

All tyres must be black with the exception of side wall lettering, ~~*and the application of any additives is strictly forbidden*~~

Remark: No additives exist in our class and if they are any it will be impossible to detect those

Proposed by EFRA Section Chairman

Withdraw

THE RULE SHOULD BE AMENDED TO READ:

5.4 TYRES

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

Remark: First of all because of safety!

**Proposed by NBF, Norway
Seconded by: Sweden
The proposal:**

Not Seconded

Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.6 d) Openings may be cut in the shell to allow access to fuel filler, switch, **antenna** 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. **Additional openings may be used for muffler placing.**

Clearance around such items to be kept to a minimum.

Remark: Actual rule makes illegal all bodies, no antenna hole, and there are many cars with holes in the body shell for the muffler, exhaust exit and front holder

**Proposed by EFRA Executive
Seconded by: Spain**

Not Seconded

The proposal amended to:

5.6 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.

**Amended by Switzerland
Seconded by France**

Not Seconded

The proposal:

Passed Unanimously

THE PROPOSED RULE IS NEW

6.- 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.

Remark: The situation of brand control of the drivers is leading to strange pit situations and to a breakage on the national feeling which is only seen at opening ceremony, our members are the Nations, and to give them a trophy which cannot be bad. This kind of racing is done at many other motor sports like motor trial or motocross for years with big success

**Proposed by EFRA Executive
Seconded by: Portugal**

Not Seconded

The proposal:

Passed Unanimously

THE PROPOSED RULE IS NEW

7.- ALLOCATION PROCEDURE FOR WORLD CHAMPIONSHIPS

For World Championship events the first fifteen (15) spots will be allocated to the drivers placed in front positions of the EFRA ranking list at 1st. November of the previous year, not otherwise allocated (W.C.).

No substitution of names will be valid for this 15 spots allocated by driver achievement.

The remaining spots will be distributed among the EFRA Member countries by the usual procedure.

The EFRA Ranking list will be made with the result of the last World Championship, the last 2 European Championships A and the 2 best result of each driver out of the EFRA GP held during the annual season.

Remark: The IFMAR system of allocations gives EFRA 32 spots, we have more than 25 countries, and the actual system is leading us to a lack of representatives, if a country has 5 of the best European drivers it can happen that only 2 or 3 of them will have room for the worlds making the European team weak. By this way we ensure the top15 drivers not taking into account nationality.

It doesn't break the national system of allocations to compete abroad because to achieve those points you need to be at Euro champs on your national team.

Even more the system will endorse and reinforce the EFRA GPs system with drivers placed in between 10-20 position attending those to achieve points to try to be inside top15.

Proposed by EFRA Section Chairman

Seconded by: norway

Not Seconded

Rejected with for, ...11... against.

THE PROPOSED RULE IS NEW

7.- 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 16 classification and over 40 final.*
- *Trophy for positions 4-20 of the Absolute final classification.*
- *TQ Trophy, to be presented after classification is completed and returned for the final ceremony.*
- *3 pairs of plates for the Mechanics of positions 1-2-3 of the Absolute final classification*
- *3 set of 5 plates to the Nations Cup positions 1-2-3.*

The Trophy of the Nations cup will be kept in deposit by the Winner national association and returned before the start of the next European Championship.

Remark: To standardize and include new prizes, we don't need concourse d'élegance, but yes trophy to mechanics, plates are cheap, real cheap it is only a memory for them. The Trophy of Nations Cup can rotate and travel, who will kept it inside each country. A plate to kept (5th sample) will be enough

Proposed by EFRA Section Chairman

Seconded by: Portugal

The proposal:

Not Seconded

Passed Unanimously

9. ELECTION OF SECTION VICE-CHAIRMAN.

Mr Alex Fellner

Austria was UNANIMOUSLY elected.

10. ANY OTHER BUSINESS,

...advice on the passport and licence

11. ITEMS FOR GENERAL DISCUSSION.

A short open discussion was opened related to future new classes like truggies and Monster trucks.

Meeting was closed at 18:30.