

EFRA ANNUAL SECTION MEETING
HOTEL Hesperia Sant Just
Barcelona, Spain
31st October and 1st of November 2015

Minutes 1:8 Buggy

SATURDAY 31st OF OCTOBER 2015.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech Republic, Denmark, Greece, Ireland, Luxembourg, Slovenia and Switzerland.

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC B	EC B Re	EC A	EC A Re	WC	WC Re
AUSTRIA	Thomas Pilsits		10		15		3	7
BELARUS								
BELGIUM								
BULGARIA								
CROATIA	Antje Dujic				1			
CZECH REP.			0		6		1	
DENMARK			0		3		1	
ESTONIA			0		4		1	14
FINLAND	Jussi Luopajakvi		0		11		4	9
FRANCE	Jasmin Bruno		14		16		4	8
GERMANY	Norbert Rasch		20		25		4	5
GR. BRITAIN	Kevin Griffin		15		16		4	4
GREECE			0		4		1	12
HUNGARY								
IRELAND			2		0		1	11
ITALY	Andrea Vaselli		2		9		4	3
LUXEMBOURG								
MONACO			0		1		1	
NETHERLANDS								
NORWAY	Lars Romins		0		0		0	
POLAND								
PORTUGAL	Helder Barros		35		8		4	2
RUSSIA								
SLOVAK REP.			0		1		1	
SLOVENIA								
SPAIN	Jose A. Pineda		15		38		4	6
SWEDEN	Joel Johansson		2		7		4	1
SWITZERLAND			5		5		1	13
TURKEY								
TOTAL			120		170		43	

Allocations can be changed till December 21th 2015.

Other persons present: Mick and Janet Hill

3. MINUTES OF 2014 SECTION MEETING

November 2014— Valencia, Spain

Matters arising from the minutes: none

The minutes were checked and accepted as written at the AGM 2014.

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

4. CORRESPONDENCE RECEIVED

Any correspondence from the 2015 season is mentioned in the Section Chairman report.

5. CHAIRMAN'S REPORT

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

6. PRESENTATIONS FOR APPLICATIONS EC 2017 AND GP'S 2016 & 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.

Year/Date	Alt. Date	Status	Country	Venue
2016		EC-40+	Austria	Fehring
2016		GP	Portugal	Freixedas
2017		EC-A	Austria	Fehring
2017		EC-B	Austria	Fehring
2017		EC	Sweden	Eskilstuna
2017		EC A	Portugal	Freixedas
2017		EC Electric	Italy	Sacile
2017		EC-B	Italy	Castelnuovo Calcea
2017		EC-A	Italy Sicily	Messina
2017		EC -B	France	Reding

Final Race calendar 2016

Year/Date	Status	Country	Venue
2016-06-10/12	EC B	Portugal	Freixedas
2016-07-5/10	EC-A	Spain	Redovan
2016-09-23/25	EC- 40+	Croatia	Velika Gorica
2016-09-9/11	EC Electric	Spain	Malaga
2016-10-2/9	Worlds	USA	Las Vegas
2016-04-16/17	GP	Portugal	Freixedas
2016-05-6/8	IR	Spain	Redovan
2016 tba	GP	Sweden	Eskilstuna

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2017		EC-A	Sweden	Eskilstuna
2017		EC-B	France	Reding
2017		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 21 December 2015

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 OFF ROAD CARS

THE RULE IS NEW:

Existing Rule: APPENDIX 2
1/8th SCALE OFF ROAD CARS

Proposal: 4.2 For Electric 1/8th all finals will use a "F1" type grid start with a minimum of 3 meter alternating intervals with two rows of cars. Cars must be placed forward facing to their markerline or start box.

Organiser shall choose if the first car on the grid shall start on either left or right side and shall be used for all finals.

Remarks: Utilise the starting grid rule from Electric section for electric 1/8th buggies. Additionally F1-style grid looks better on the pictures.

Proposed by AKK-Motorsport Ry,

Secoded by: AECAR

x Amended

Amended Proposal: 4.2 For Electric 1/8th all finals will use a "Le Mans" or "F1" type grid start, with a minimum of 3 meter alternating intervals with two rows of cars. Cars must be placed forward facing to their markerline or start box.

If F1 start is used, then the Top Qualifier shall choose if the first car on the grid shall start on either left or right side and shall be used for all finals.

Passed Unanimously



THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule: 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.

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.

With the fastest drivers into the last groups.

Remarks: If we say run from 1 to 12 always, then the first lowest finals at Saturday evening will suffer if we dont change the order of the qualif groups and put the fastest people into the last groups...

Proposed by EFRA

Seconded by: OFMAV

The proposal: x Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

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Proposal: The **3 days events, i.e. the GPs**, 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.
Order of the rounds will be always the same, from 1 to 12.

Remarks: the 3 days events, i.e.....

Proposed by EFRA

Seconded by: AKK

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 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.

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.

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

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

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

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

Remarks:

If we go for 5 quality levels, each one can start one qualifying round.

Proposed by EFRA

Seconded by: FEPR

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" 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.

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 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.

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.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 36 drivers will be placed in the first 3 heats with equal number of each country up to a maximum of 5 drivers in each heat. The first 3 drivers take 1st place in the first 3 heats, next 3 in second place at each heat and so on. Use this system to include 144/180 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:

With bloc of 36 drivers, rule suits for EC A and also for EC B, (at EC A with 5 levels of quality, $36 \times 5 = 180$, and at EC B with 4 levels, $36 \times 4 = 144$)

Proposed by EFRA

Seconded by: OFMAV

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" 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.

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 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.

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.

b) **Reseeding:** After timed practice and subject to frequencies and common sense. the top 30/36 drivers will be place 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 1st place in the first 3 heat heats, next 3 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. .**

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

Remarks:

This is a way to prevent the big differences in lap times in a heat (best lap can differ around 3 sec between the fastest and slowest driver in a heat) that cause trouble both for the fast drivers who are passing and the slower who must give space.

This suggestion is checked and agreed by some top drivers in Europe who thought the best way had been to build the heat in chronologic order from the reseeding list, but with common sense included

withdrawn

Proposed by SBF Svenska Bilsport Forbundet,

THE RULE SHOULD BE AMENDED TO READ:

2.3.

Existing Rule:

TIMED PRACTICE SYSTEM

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b) **Reseeding:** 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 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.

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 **the whole 10** minutes or the complete **last 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: 10 min

Proposed by EFRA

Seconded by: AECAR

The proposal: **x Passed Unanimously**

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule:

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 fastest driver will be equal to the number of drivers participating to the EC + 5 (five).

2nd fastest will score the maximum minus 2 (two) points.

3rd fastest will score the maximum minus 3 (three) points.

Down to the last position one by one.

If a driver has not completed a lap, no 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 less.

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**

Proposal:

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 fastest driver will be equal to the number of drivers participating to the EC + 5 (five).

2nd fastest will score the maximum minus 2 (two) points.

3rd fastest will score the maximum minus 3 (three) points.

Down to the last position one by one.

If a driver has not completed a lap, no 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 less.

In case of two or more drivers having same points score, the driver with the **single highest finishing position in either of the best rounds that counted will be awarded a tie. In an event of continuing tie, then the laps and times from the best points round will be compared. The driver with fastest laps and time will be awarded the tie. In case of continuing tie, then the times from the second best scores will be compared. Only counting rounds will be used to decide qualifying positions, all other qualifying round scores and times will be discarded.** 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

Remarks: Clarifying the wording and rule.

Proposed by AKK-Motorsport Ry,

Seconded by: DMC

x Rejected with 2 for, 9 against and 0 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

FINALS

a) 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.

b) 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

a) 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 before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 17 or younger on the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete in this final. Winner of the under 17 final is European Junior Champion.

b) 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: To clarify the age rule and definition of Junior European Champion.

Proposed by AKK-Motorsport Ry,

Seconded by: DMC

x Amended

**Amended
Proposal:**

FINALS

a) 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 an exhibition 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 an exhibition final for under 17 drivers after the 40+ final before the main final, length of the final will be 20 minutes. Under 17 final is for all drivers who are 17 or younger on the year of competition. Drivers will qualify for that final according to their results achieved in the qualification rounds, top 10/12 will have the right to compete in this final. In the case of no under 17 driver in the main final, then the winner of the under 17 final will be the European Junior Champion.

b) 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.

Proposed by AECAR

THE RULE SHOULD BE AMENDED TO READ:

2.6.

Existing Rule:

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)
Early in the morning shake-down round+

WEDNESDAY A.M. 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.

>Take the Monday out of the official program, do the same at the beginning of the appendix in the chart there, and be ready to amend the packages of reseeding if it is changed in other proposals.

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: Monday is not a racing day, is like Thursday afternoon in the 3 days events, people arrives and if registration is open they will take their chance.

Proposed by EFRA

Secoded by: BRCA

The proposal: x Passed Unanimously

THE RULE SHOULD BE DELETED:

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 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: First we must have a rule, which describes the noise testing equipment, then we must define, who is responsible for the testing, EFRA or the organizer an we must have rules about the use of the noise testing equipment. further we have to define, which drivers get a penalty. Are this the 10 loudest drivers or the loudest 10% of the cars or the loudest car minus 1 lap and the other get no penalty? Before this is not defined, we cannot use any penalty for the noise of the cars.

withdrawn

Proposed by Rasch Norbert , Rasch Norbert

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 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).

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 **2017** 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: 2017

Proposed by EFRA

Secoded by: DMC

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.4.

- Existing Rule:** TYRES
All tyres must be black with the exception of side wall lettering. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.
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.
- Proposal:** TYRES
All tyres must be black with the exception of side wall lettering. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.
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.
All EFRA ECs on 3 days scheme can be run under a designated tyre system.
- Remarks:** To make it more race friendly for ALL drivers, cheaper and reasonable.

It is not compulsory "can be" does not mean "MUST BE".

Not valid for the EC A.

Proposed by EFRA

Seconded by: AECAR

The proposal:

Amended

- Amended Proposal:** TYRES
All tyres must be black with the exception of side wall lettering. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.
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.
All EFRA ECs on 3 days scheme can be run under a designated wheel (insert, tyre and wheel to be the same for all drivers) system, no use of tyre additives are allowed at all.

Proposed by AECAR
Seconded by OFMAV

passed with 10 for and 1 against

THE RULE SHOULD BE AMENDED TO READ:

5.4.

- Existing Rule:** TYRES
All tyres must be black with the exception of side wall lettering. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.
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.

Proposal: TYRES
All tyres must be black with the exception of side wall lettering. The application of any additives within the event perimeter is strictly forbidden. The penalty for that is immediate disqualification.
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. At EC's it is only allowed to use the tyres that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation). There will be a single control tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops.**

Remarks: A rule what has been requested by drivers for several years. According to the feedback, the current situation in EC's is not helping anyone and making the event very expensive for privateers.

withdrawn

Proposed by AKK-Motorsport Ry,

THE RULE SHOULD BE AMENDED TO READ:

5.5.

Existing Rule: WINGS
The rear wing
with a
maximum
overall size
217 mm
length and a
chord of no
more than 85
mm may be
fitted.
-The
multiplane
wings are
authorized
-The width of
85 mm is
measured
between the
lower leading
edge and the
higher
trailing edge.
The side
dams of the
wing must
have a
maximum
horizontal
width of 100
mm and a
maximum

height of 70 mm.(irrespective of the orientation)
The side dams must be able to contain a square area of minimum 40 mm width and a minimum height of 50 mm to place the car identification numbers (from 1 to 12) on both external sides of side dams.

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

Proposal:

WINGS

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

-The multiplane wings are authorized

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

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

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

Remarks:

This rule is impossible to implement with the existing rule about the number size. It's also prevent development on new wings and increase the cost as new mold have to be made by the manufactures.

Proposed by SBF Svenska Bilsport Forbundet,

THE RULE SHOULD BE AMENDED TO READ:

5.5.

Existing Rule:

WINGS
The rear wing
with a
maximum
overall size
217 mm
length and a
chord of no
more than 85
mm may be
fitted.
-The
multiplane
wings are
authorized
-The width of
85 mm is
measured
between the
lower leading
edge and the
higher
trailing edge.
The side
dams of the
wing must
have a
maximum
horizontal
width of 100
mm and a
maximum
height of 70
mm.(irrespective of the
orientation)
The side
dams must be
able to
contain a
square area of
minimum 40
mm width
and a
minimum

height of 50 mm to place the car identification numbers (from 1 to 12) on both external sides of side dams. - The single of multiplane wing must be registered inside the contour of the side dams. - The wing and the side dams must be made out of flexible material with angles rounded.

Proposal:

WINGS

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

-The multiplane wings are authorized

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

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

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

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

Remarks:

just for such situation

withdrawn

Proposed by EFRA

THE RULE SHOULD BE AMENDED TO READ:

5.7.

Existing Rule:

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.

Valid from 2016:

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87

grams/cc at 20°C and standard atmospheric pressure. For quick testing a Nitromax 16 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:

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.

Remarks:

No need of change.

Proposed by EFRA

Seconded by: OFMAV

The proposal: x Passed with 10 for, 1 against and 0 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.8.1.

Existing Rule:

Motors:
Can : Maximum overall length is 77.00 mm 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 39 mm.
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.

Proposal:

Motors:
Can : Maximum overall length is 77.00 mm 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 39 mm.
Rotor: External shaft diameter shall be 5mm. It may only be either a 2 pole or a 4 pole **or a 6 pole** design with a maximum 12-slot stator.
Only sensored Motors are allowed.

Remarks:

Added 6Pole motors as it's the new step on motors that gives better feelings and can be cheaper, will might be cheaper in the long run

withdrawn

THE RULE SHOULD BE AMENDED TO READ:

5.8.1.

Existing Rule:

Motors:
Can : Maximum overall length is 77.00 mm 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 39 mm.
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.

Proposal: Motors:
Can : Maximum overall length is 77.00 mm 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 39 mm.
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.
From 2017 only sensored Motors are allowed.

Remarks: It is not a big problem to use sensorless systems. It is considered easier for technical and for drivers, at least at introductory years

withdrawn

Proposed by EFRA

THE RULE SHOULD BE AMENDED TO READ:

5.8.1.

Existing Rule: Motors:
Can : Maximum overall length is 77.00 mm 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 39 mm.
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.

Proposal: Motors:
Can : Maximum overall length is 77.00 mm 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 39 mm.
Rotor: **Rotor:** External shaft diameter shall be **5 mm**. It may be **2-, 4- or 6-pole design**.
Both sensored and sensorless motors are allowed

Remarks: To simplify the motor rule and to enable finding the best possible motor type for 8th scale racing.

Proposed by AKK-Motorsport Ry,

Seconded by: OFMAV

Ammended to:

Amended Proposal: Motors:
Can : Maximum overall length is 77.00 mm 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 39 mm.
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.

Ammended by BRCA
Secoded by FEPR

Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.8.4.

Existing Rule:

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.

Proposal:

BodysHELLS

Body Style: **The body has to be able to carry the EFRA Numbers at the front and both sides as high as possible. The body has to have a real car shape.**

Body shell holes/vents: Only 6 holes with a maximum diameter of 15 mm and one hole for the antenna are allowed. Windows are not allowed to be removed. All Gears must be covered from above.

Remarks:

Keep it simple.

Proposed by EFRA

Secoded by: OFMAV

x Amended

Amended Proposal: BodysHELLS

Body Style: **The body has to be able to carry the EFRA Numbers at the front and both sides as high as possible. The body has to have a real car shape.**

Body shell holes/vents: Only 9 holes with a maximum diameter of 10 mm and one hole for the antenna are allowed. Windows are not allowed to be removed. All Gears must be covered from above.

**Proposed by OFMAV
secoded by AECAR**

passed unanimously

THE RULE HAS TYPO ERROR ONLY:

5.8.4.

Existing Rule:

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 protrusion out either by the motor or the ESC or the cooling unit. All Gears must be covered.

Proposal:

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 protrusion out either by the motor or the ESC or the cooling unit. All Gears must be covered.

Remarks:

Only typo corrections , no need to vote

Proposed by AKK-Motorsport Ry,

THE RULE SHOULD BE AMENDED TO READ:

5.8.5.

Existing Rule:

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.

Proposal:

pecial electric safety rules

At Technical inspection it will be checked that no battery shows any deformity or manipulation. **Batteries have to be protected by the chassis or body.**

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

Remarks:

Keep it simple.

Proposed by EFRA

Secoded by: AECAR

The proposal: x Passed Unanimously

THE RULE IS NEW:

5.8.5.

Existing Rule:

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.

Proposal:

Race Format for Electric 1/8 Off Road:
alternative 1

As much as possible qualifying heats (depending on entries), with the possibility to use former friday afternoon controlled practice as Q1 and Q2, but with the reseeding after those. 3 A-Finals, rest of the normal Finals like the electric with two legs. The +40 and Junior finals on single final format. All 10 minutes racing plus the last lap.

No bump up finals.

Alternative 2

Not to make a rule, keep the format open one year more, to keep on with investigation of possibilities, like direct TQ into the final or last chance final or other formats.

Remarks:

withdrawn

Proposed by EFRA

9. ELECTION OF SECTION CHAIRMAN

Mr Carlos Gomez is willing to restand.

He was re elected unanimously.

10. ANY OTHER BUSINESS

Mick Hill felt that there was unnecessary noise in the warm up area prior to the next race. Possibly a maximum of 4 to 5 minutes is all that is needed.

<It is recommendation for the Section to buy a video camera.

Discussion over the "under investigation" formula as in F1 has been held.

Implications of the Large Scale Off Road allowance. Not yet to be applied at this section. Insurance implications of EFRA directly licensed drivers.

11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the