



**EFRA ANNUAL SECTION MEETING**  
**HOTEL NH Wien Airport,**  
**Vienna Austria**  
**5-6th of November 2016**

**Agenda 1:8 Buggy**

**SATURDAY 5<sup>th</sup> of November 2016.**

**1. CHAIRMAN'S WELCOME**

Mr. Carlos Gomez

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC A	EC B	EC		
AUSTRIA							
BELARUS							
BELGIUM							
BULGARIA							
CROATIA							
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND							
FRANCE							
GERMANY							
GR. BRITAIN							
GREECE							
HUNGARY							
IRELAND							
ITALY							
LUXEMBOURG							
MONACO							
NETHERLANDS							
NORWAY							
POLAND							
PORTUGAL							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
<b>TOTAL</b>							

Allocations can be changed till December 21<sup>th</sup> 2016.

Other persons present:

### 3. MINUTES OF 2015 SECTION MEETING

November 2015— Barcelona, Spain

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2015.

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

### 4. CORRESPONDENCE RECEIVED

Any correspondences from the 2016 season

### 5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman

### 6. PRESENTATIONS FOR APPLICATIONS EC 2018 AND GP'S 2017 & successive

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
2017	2018	EC/GP-all classes	Slovakia	Trencin
2017		Warm Up EC B	France	Reding
2017		Warm Up EC A	Sweden	Eskilstuna
2018		EC B	Italy	Barco di Bibbiano
2018		EC Electric	Sweden	Furulund
2018		EC 40+	Austria	Fehring
2018		EC A/ Electric	Italy	Sacile
2018		EC Electric	France	Noeux les Mines
2018		EC A	Portugal	Freixedas

#### Final Race calendar 2017

Year/Date	Alt. Date	Status	Country	Venue
7/9 - April - 17		Warm Up EC B	France	Reding
End May 17	Early June	Warm Up EC A	Sweden	Eskilstuna
7/9 - July - 17		EC B	France	Reding
1/5 – Aug - 17		EC-A	Sweden	Eskilstuna
September-17		EC- Elec	Croatia	Velica Gorica
September -17		EC 40+	Italy	Castelnuovo Calcea

#### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2018				

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 21<sup>th</sup>. December LATEST.**

## 7. 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:

1.1.

**Existing Rule:** The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA AGM annually. According the following table.

	GP	EC B	EC A/EC A+	Open EC 40+	Euro-Indoor
Days	Fri./Sun.	Fri./Sun.	Mon./Sat.	Fri./Sun.	Fri./Sun.
Min/MaxNb of drivers	120/144 max	120/144 max	140/180	120/144	120/144 max
The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.					
Recommended Date	2nd week-end of the month	2nd week-end June	2nd week-end July	2nd week-end September	2nd week from November-February
Compulsory License	EFRA or National	EFRA	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	NO	
Restrictions	NO	See 1.5	NO	NO	NO

**Proposal:** The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA AGM annually. According the following table.

	GP	EC B	EC A/EC A+	EC 40+	Euro Indoor
Days	Fri./Sun	Fri./Sun	Mon./Sat.	Fri./Sun	Fri./Sun
Min/MaxNb of drivers	120/144 max	120/144 max	150/180	120/144	120/144 max
The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants					
Recommended Date	2nd week-end of the month	2nd week-end June	2nd week-end July	2nd week-end September	2nd week from November-February
Compulsory License	EFRA or National	EFRA	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	NO	
Restrictions	NO	See 1.5	NO	NO	NO

at the table ECA instead of 140/180 make it 150/180

**Remarks:** 140 is really history, the standard is or 150 or 180

**Proposed by EFRA**

**Seconded by:** ..... o Not Seconded

**The proposal:** o Passed Unanimously o Passed with .... for, .... against and .... abstentions.

o Rejected with .... for, .... against and .... abstentions. o Amended

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

2.1.

**Existing Rule:** The 3 days events, i.e. 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. Order of the rounds will be always the same, from 1

to 12. With the fastest drivers into the last groups. 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:**

All Events, formats and timetables should be adapted to the real number of entrants and facilities.

The 3 days events, i.e. 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. Order of the rounds will be always the same, from 1 to 12. With the fastest drivers into the last groups. 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:**

If you do have, like we did 78 entrants , finals with 13 cars, 13 x 6 = 78 are a good solution (facilities wise) Flexibility & common sense must be always there.

**Proposed by EFRA**

**Seconded by: ..... o Not Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**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: 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.

**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 normally 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: 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:** delete... " no later than the GP prior to the event" This 2 changes may helps an organiser to make more complete rounds in event of weather problems. We can change "normally" by a second deletion scratching ... "The track will be opened with a 3 minute warning to the start," ... the "normally" will help to avoid it if necessary.

**Proposed by EFRA**

**Seconded by: ..... o Not Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**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 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 36 drivers will be place 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 heat heats, next 3 in second place 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.

**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 if needed**. 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 36 drivers will be place 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 heat heats, next 3 in second place 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:** if needed... no need to make those announces if we are using the whole 10 minutes

**Proposed by EFRA**

**Seconded by: ..... o Not Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**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 an exhibition final for +40 drivers after the 2 semi finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in 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 at 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 junior European Champion.

b) Special rules for EUROINDOOR Championship:

Format of Euro B with the following modifications:

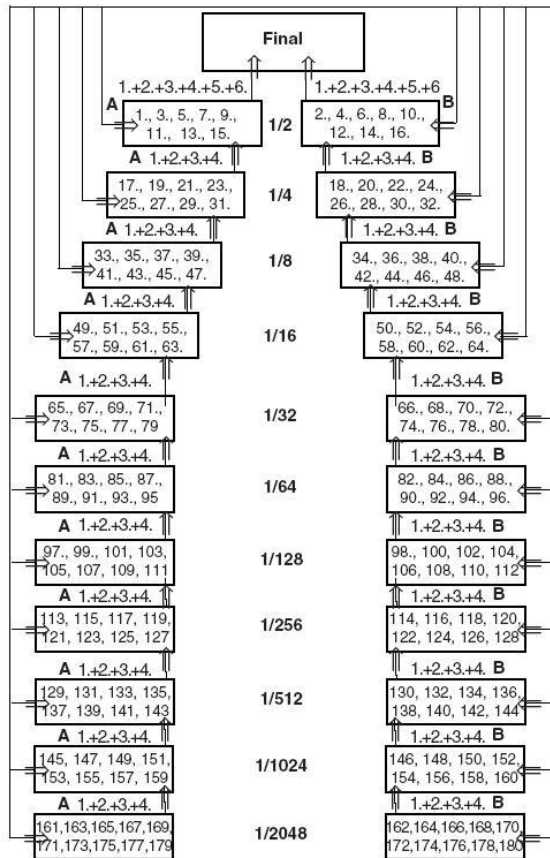
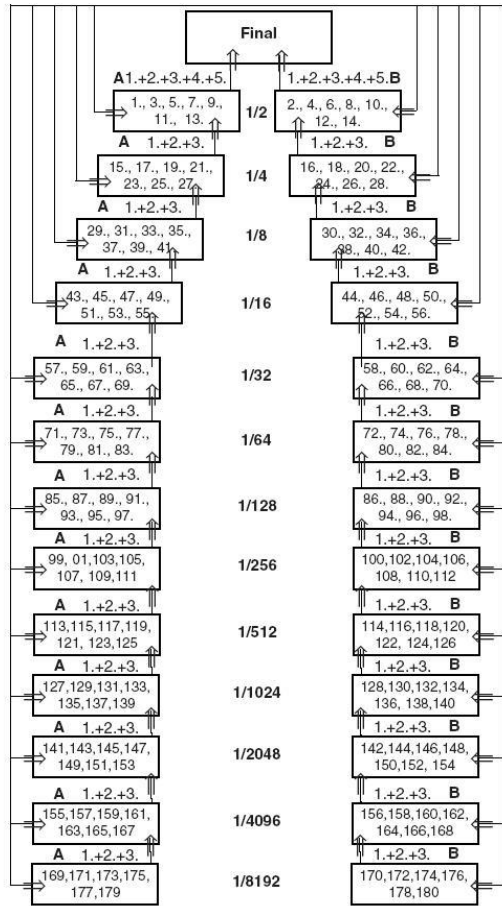
All subfinals will be of 15 minutes duration.

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.



**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, together with a 13th car, that spot will be decided

on a race of 15 minutes duration, after the first exhibition 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 an exhibition final for +40 drivers after the 2 semi finals and before the main final, length of the final will be 20 minutes. Drivers will qualify for that final according to their results achieved at qualification rounds, top 10/12 will have the right to compete in 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 at 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 junior European 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:** a last chance shootout race with a compulsory pit lane refueling.

**Proposed by EFRA**

**Seconded by: ..... o Not Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

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

**4.**

**Existing Rule:**

**RACE PROCEDURES**

Race procedures shall be as for sections 2 & 3 & 4 of Appendix 1 up to § 4.8 included. It is forbidden to cut the track during the warm-up minutes and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.

In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.



	A	B	
Final	Not Raced	Not Raced	↑ Ranking Qualifikation
....	Not Raced	Not Raced	
Sub Final N	Not Raced	Raced and void	
Sub Final N-1	Raced	Raced	↑ Ranking Sub finals
....	Raced	Raced	
Sub Final N-x	Raced	Raced	

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 the cars to the start line (30 seconds to the start call), 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 has to start last from the startgrid (11th or 13th position).

**Proposal: RACE PROCEDURES**

Race procedures shall be as follows with the addition of the non contradictory rules of section 4 of Appendix 1 up to § 4.9, basically part of 4.1 (mechanics position), rule 4.3 , rule 4.7.7 to 4.7.11 and rule 4.9 .

It is forbidden to cut the track during the warm-up minutes unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.

In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.

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 the cars to the start line (30 seconds to the start call), 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 has to start last from the startgrid (11th or 13th position).

**Remarks:** The Appendix 1 has changed a lot and consequently our references are gone lost, a deep analysis forces us to precise which rules will be valid for Off Road. To cut the track is open to permit as per rule 2.2.c)

**Proposed by EFRA**

**Seconded by: ..... o Not Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

## 8. ELECTION OF VICE SECTION CHAIRMAN

Mr Alex Fellner is willing to restand.

## 9. ANY OTHER BUSINESS

....

## **10. ITEMS FOR GENERAL DISCUSSION.**

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