



EFRA ANNUAL SECTION MEETING
HOTEL NH Wien Airport,
Vienna Austria
4-5th of November 2017

Agenda 1:8 Buggy

SATURDAY 4th of November 2017.

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 Electric	EC +40	World Championship
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							
TOTAL							

Allocations can be changed till December 21th 2017.

Other persons present:

3. MINUTES OF 2016 SECTION MEETING

November 2016— Vienna, Austria

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2016.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2017 season

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman

6. PRESENTATIONS FOR APPLICATIONS EC 2019 AND GP'S 2018 & 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
2018		GP IC/Electric	Slovakia	Trencin
2018		GP	France	Noeux les Mines
2018		GP/IR	Portugal	Freixedas
2019		EC B	Spain	Redovan
2019		EC 40+	Germany	Landshut
2019		EC Electric	Spain	Silla(Valencia)
2019		EC IC/Electric	Italy	Sacile
2019		EC IC/Electric	Slovakia	Trencin

Final Race calendar 2018

Year/Date	Alt. Date	Status	Country	Venue
2018		EC B	Italy	Barco di Bibbiano
2018		EC A	Portugal	Freixedas
2018		EC 40+	Austria	Fehring
2018		EC Electric	France	Noeux les Mines
2018		WC	Australia	Perth

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2019		EC B		
2019		EC Electric		
2019		EC 40+		
2019		EC A		

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 2017

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:

Existing Rule: 1.3.

For allocation and re-allocation procedures see 3.6. and 6.2.

Proposal:

For allocation and re-allocation procedures see **General Rules** 3.6. and 6.2.

Remarks:

Self explanative

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: 1.5.

A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first fifty (50) places of any of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing. To be run if possible the 2nd weekend of June.

Proposal:

A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first **forty (40)** places of any of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever taken part in an EFRA European Championship A main final in any class of racing. To be run if possible the 2nd weekend of June.

Remarks:

Every year the main cause of a silly problem is a position 48 or 47 at previous EC, saying top40 instead of top50 we limit it to 16 semifinalist and the 24 drivers that takes part at 1/4 finals at an EC A, 16+24 = 40. Easy. If you arrives to Quarter finals you are not a B driver.

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: 1.8.

All European Championship organizers must inform EFRA before 31 December the year before about the best tyre combinations for their track.

Proposal:

The organizer will propose 1 type of tyre for 3 day European Championship (EC-B, EC electric EC +40). There can be more than one compound to make sure the tires will last also finals. The manufacturer and full description of the tyres chosen must be given, compound and inserts will be controlled, and will only available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised.

Remarks:

To increase the number of drivers attending races. Control tyre makes it easier for people to go racing on a unknown track, as they know that they do not need to take all possible tires with them. This has worked well in other OR-classes and could be tested in short EC races before trying it out on EC-A.

Proposed by AKK, Håkämies Jukka

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:

Existing Rule: **2.3.**

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.

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 **correspondent** 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 **the afternoon immediately** after the opening ceremony or early **morning next day.**

Remarks:

Without mentioning the day the rule is valid also for the 3 days events. Equal number of drivers has no really a point, the only one is there are more than 5 from the same country... common sense.

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: **2.5.**

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:

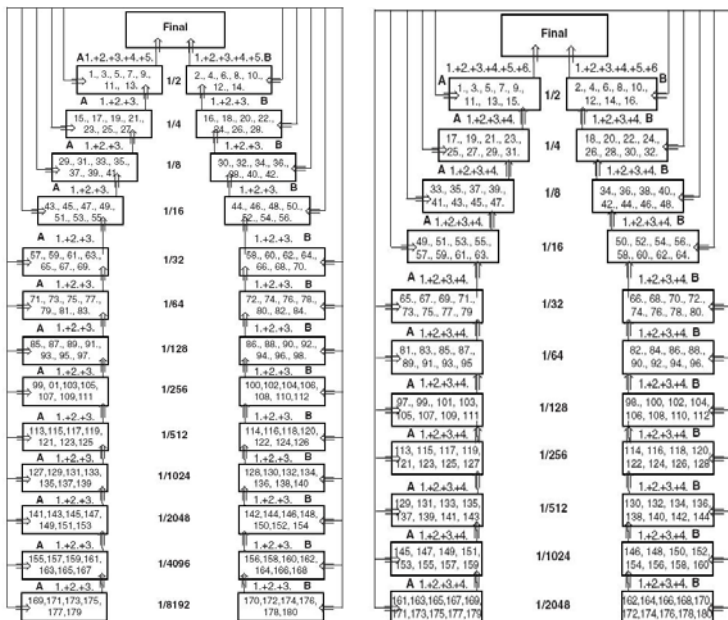
All subfinals will be of 15 minutes duration.

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.



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 **might** 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 **and** 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.

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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:

Will be forces us to go 20 minutes, might gives us that possibility.. to include the "and" makes it easy to be read.

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: 2.5.

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.

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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.

Marshaling at ALL FINALS will be done either by one of this 2 systems or by a combination of both:

1.- By providing a marshall by each driver taking part in the final to cover the marshalling position of his car number, if there is no marshall then the driver can not race and must cover that empty position and/or

2.- The driver marshal the precedent final of his side of the Christmas Tree with the non filled positions over 8 positions covered by the organizer, with same penalty for non present, not to drive later on.

"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.

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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 end with silly situations. Be responsible. Be friends.

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: 4.

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.

	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.

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Final	Not Raced	Not Raced	↑ Ranking Qualifikation
....	Not Raced	Not Raced	
Sub Final N	Raced and void	Not Raced	
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). At the Chart, the one raced and void must be the A side, first column (we always race A first)

Remarks:

to avoid confusions: At the Chart, the one raced and void must be the A side, first column (we always race A first)

Proposed by EFRA, Gomez Ambrosio Carlos

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 IS NEW:

Existing Rule: **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.

Proposal:

2.7 Driving format for 1:8 OR electric for European Championship

2.7.1 QUALIFICATION HEATS Like rule 2.2

2.7.2 TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of 10 minutes track time. Two last rounds of controlled practice will count for reseeding These rounds will be of 10 minutes duration. 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 heats, next 3 in second place at each heat and so on. Use this system to include 120 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning.

2.7.3 QUALIFYING SYSTEM Like rule 2.4

2.7.4 FINALS 11 fastest drivers will qualify for A-final. Drivers placed from 12 to 24 will be placed to B-final. 1-11 -> A-final 12-24-> B-final 25-36-> C-final 37-48-> D-final 49-60-> E-final 61-72-> F-final 73-84-> G-final Finals will start with the last chance final for drivers qualified to B-final. There will be 13 drivers and the fastest will bump up to A-final, 12th position on the grid. From there the finals will run from lower finals towards A-final. Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points. Winner of the final will get 12 points, second will get 11 points and last one 1 point. If final rounds are cancelled due to weather conditions, 1 out 1 or 2 rounds is calculated.

2.7.4 TIMETABLE Friday: Registration and technical inspection 3 rounds of free practice 5 minutes of duration 2 rounds of timed practice for reseeding, 10 minutes in duration Opening ceremony Sort out problem round (if needed) Saturday: 5 rounds of qualifying Sunday Last chance final 3 rounds of finals Exhibition final (youth and/or +40) Price giving ceremony All days recommended to end by 18:30.

Remarks:

There is no format for 1:8 electric OR racing in current rules. This clarifies how the race should be run in European Champs.

Proposed by AKK, Håkämies Jukka

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:

Existing Rule: 5.5.

WINGS

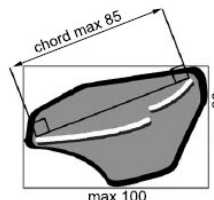
The rear wing with a maximum overall size 217 mm length and a chord of no more than 85 mm may be fitted.

-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.

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 the **IFMAR dimensions: "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".

- 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:

Standardisation of a constructional rule

Proposed by EFRA, Gomez Ambrosio Carlos

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 Carlos Gomez 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