

Agenda 1:8 Buggy

SATURDAY 3th of November 2018.

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	
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 January 21th 2018.

Other persons present:

3. MINUTES OF 2017 SECTION MEETING

November 2017— Vienna, Austria

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2017.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2018 season

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman

6. PRESENTATIONS FOR APPLICATIONS EC 2020 AND GP'S 2019 & 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
2019		GP IC/Electric	Slovakia	Trencin
2019		GP IC/ Electric	Norway	Sandefjord
2019		GP/IR	Portugal	Freixedas
2020		EC B	France	Longvic
2020		EC Electric/40+	Austria	Styria
2020		EC 40+	Sweden	Skarnack
2020		EC 40+	France	Reding
2020		EC	Spain	Redovan
2020		EC IC/Electric	Slovakia	Trencin
2020		EC A-EC B	Austria	Fehring (recommended for EC A in minutes 2017)
2020		WC IFMAR	Spain	Redovan

Final Race calendar 2019

Year/Date	Alt. Date	Status	Country	Venue
2019		EC B	Spain	Levante Silla(Valencia)
2019		EC A	Italy	Sacile
2019		EC 40+	Germany	Landshut
2019		EC Electric	Slovakia	Trencin

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2020		EC A		
2020		EC B		
2020		EC Electric		

2020		EC 40+		
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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 January LATEST.

Adjustments can be made without financial implications up to 21 January 2019.

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: **2.2.**

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.
- 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.

Proposal:

QUALIFICATION HEATS:

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- 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, **normally**, in the following sequence for the 5 qualifying rounds:
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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 you have less than 15 groups the last round normally should be run backwards ending with top drivers at group 3-2-1

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: **2.3.**

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 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 the next day.

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 **at least 5** rounds of practice, **all** of 5 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.

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The sort out problems round after reseeding can be done alternatively the afternoon immediately after the opening ceremony or early morning the next day.

Remarks:

More tries to try different things, depending on the number of entrants we can try to allocate a 6th round of practice.

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: **2.4.**

QUALIFYING SYSTEM

In each round drivers will score points based on laps and times achieved. For all rounds the maximum number of points given to the 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.
 Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on.
 If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round.
 (NOTE: drivers not recording a time or having a result disqualified in any Round score points correspondent to the total of entrants to the event, not modifying other drivers result inside that round).
 Overall Qualifying positions are decided by each drivers "best" (lowest) points being added together, based on the number of rounds to count.
 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 (five) completed rounds	3 (three) to count.
Out of 3 (three) and 4 (four) completed rounds	2 (two) to count.
Out of 1 (one) and 2 (two) completed rounds	1 (one) to count.

Remarks:

A system much easier for the drivers to understand ... when the points they receive for that round is their finishing position, ie, the driver finishes 15th, they get 15 points (bar tq for the round which receives 0 points). Then it is crystal clear. Your position on the round are the points you receive inside the round...

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: **2.7.4.**

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.

Proposal:

FINALS **12** fastest drivers will qualify for A-final.
 Drivers placed from **13** to 24 will be placed to B-final.

1-12 -> A-final
13-24 -> 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 12 drivers and the fastest will bump up to A-final, 13th 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.

Remarks:

the top12 are in A final.. and then 1 special guest coming from the last chance final

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: 5.1.

GENERAL DIMENSIONS: a) Overall length 550 mm maximum b) Overall width 310 mm maximum at any point of suspension travel c) Wheelbase 270 - 330 mm. d) Overall height measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).

e) Minimum weight is 3.200 kg for 4 WD.

f) No other function than steering and throttle/brake are allowed to be operated with the Radio Control by the driver. Any other electronic system placed in the car different than the personal transponder and a possible switch on-off is not allowed. g) Wheel overall diameter must be between 109 and 120 mm. Wheel overall width 47 mm. maximum

h) Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high quality board. The materials will be of suitable thickness to eliminate any distortion.

i) The front of the vehicle chassis must be equipped with a plastic bumper (no metal at all) in such a manner that it will minimise damage in the case of it entering into contact with other participants, marshalls or any person.

The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.

Proposal:

GENERAL DIMENSIONS:

a) Overall length 550 mm maximum

b) Overall width 310 mm maximum **with the car standing over 27 mm blocs**

c) Wheelbase 270 - 330 mm. d) Overall height measured from the ground including rollbar with full suspension compression 250 mm. maximum (this measurement does not include the receiver aerial).

e) Minimum weight is 3.200 kg for 4 WD.

f) No other function than steering and throttle/brake are allowed to be operated with the Radio Control by the driver. Any other electronic system placed in the car different than the personal transponder and a possible switch on-off is not allowed. g) Wheel overall diameter must be between 109 and 120 mm. Wheel overall width 47 mm. maximum

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The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded off. If a rear bumper is used it must follow the same principles.

Remarks:

Taking out "at any point of suspension travel" we take out the errors and different criteria and we put a rule equal and EASY to check

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: **5.4.**

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.

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 **will** 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.

Remarks:

This would make it easier and more equal for all participants racing in these events. Nowadays with free tire, 2/3 of the packed volume are tires that the racer thinks could be used on the race, but eventually turns out they are not the tires that works best at that track. This would lower the cost of racing and make races more equal to all.

Proposed by AKK, Häkämies 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: **7.**

TROPHIES

The organizer must furnish, at least, the following trophies for the prize giving ceremony:

- Appropriate trophy for positions 1-2-3 at the 3 standard classifications, Absolute final, under 17 final and over 40 final.

- Trophy for positions 4-10/12 of the Absolute final classification.

- TQ Trophy, to be presented after classification is completed and returned for the final ceremony.

- 3 pairs of plates for the Mechanics of positions 1-2-3 of the Absolute final classification

- 3 set of 5 plates to the Nations Cup positions 1-2-3.

- 1 Trophy for the manufacturer of the winner car at the EFRA ECA

- 1 Trophy for the manufacturer of the winner engine at the EFRA ECA

- 1 Trophy for the manufacturer of the winner tires at the EFRA ECA

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

Proposal:

TROPHIES

The organizer must furnish, at least, the following trophies for the prize giving ceremony:

- Appropriate trophy for positions 1-2-3 at the 3 standard classifications, Absolute final, under 17 final and over 40 final.

- Trophy for positions 4-**13** of the Absolute final classification.

- **Trophy for the winner of each other electric final.**

- TQ Trophy, to be presented after classification is completed and returned for the final ceremony.

- 3 pairs of plates for the Mechanics of positions 1-2-3 of the Absolute final classification, **EC A & EC B**

- 3 set of 5 plates to the Nations Cup positions 1-2-3, **EC A & EC B**

- 1 Trophy for the manufacturer of the winner car at the EFRA ECA

- 1 Trophy for the manufacturer of the winner engine at the EFRA ECA

- 1 Trophy for the manufacturer of the winner tires at the EFRA ECA
The Trophy of the Nations cup will be kept in deposit by the Winner national association and returned before the start of the next European Championship.

Remarks:

Trophies up to position 13, not just 12, trophies for winner of any other electric final and clarify the ones for EC A & EC B

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:

Proposal:

8. EFRA 8th BUGGY RANKING

The EFRA dynamic 8th BUGGY RANKING will consist on the last 3 European Championships A and the last 2 IFMAR World Championships.

The last EFRA EC A & the last IFMAR WC will count at 100 % of the chart value.

The previous to last EFRA EC A & IFMAR WC will count at 50 % of the chart value.

The older of the 3 EFRA EC A will count at a 25 % of the chart value.

Top 40 of the list will be considered as "A ranked" drivers.

Remarks:

With this dynamic system we can have an updated evolving ranking list that helps organizers to create groups and encourages drivers to take part in our events.

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 Alex Fellner is willing to restand.

9. ANY OTHER BUSINESS

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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