

## Agenda 1:8 Buggy

**SATURDAY 3<sup>th</sup> of November 2018.**

### 1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

Meeting is opened at 13:15 with a warm welcome by the Section Chairman.

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech Republic, Estonia, Ireland, Luxemburg & Poland.

Member Countries presents, section subscription, allocations etc.:

COUNTRY	PRESENT	SECTION SUBSCR	EC A	EC B	EC Electric	EC +40
AUSTRIA	Thomas Schadler	1	21	8	5	33
BELARUS		2				
BELGIUM	Mr. Lefranc	3	3	3	3	3
CROATIA	Ante Ducij	4	1		2	1
CZECH REP.	NO	5	3		7	6
DENMARK		6	2	6	4	6
ESTONIA	NO	7	2	2		2
FINLAND	Jukka Hakamies	8	12	0	7	2
FRANCE	Bruno Jasmin	9	16	17	5	8
GERMANY	Norbert Rasch	10	33	20	10	39
GR. BRITAIN	Kevin Griffin	11	14	14	6	12
GREECE		12				
IRELAND	NO	13	1	1		2
ITALY		14	35	8	6	6
Luxemburg						
MONACO		15	2	1		1
NETHERLANDS		16				
NORWAY	Hans Magne Berg	17	2	0	1	4
Poland*****		NO	1		1	
PORTUGAL	Abel Carrolo	18	5	2	2	1
SLOVAK REP.		19				
SPAIN	Alfonso Pineda	20	15	35	40	0
SWEDEN		21	4	1	3	8
SWITZERLAND		22	8	20	2	10
<b>TOTAL</b>		<b>22</b>	<b>180</b>	<b>138</b>	<b>104</b>	<b>144</b>

Allocations can be changed till January 21<sup>th</sup> 2018.  
Other persons present: Sue Griffin & EFRA Hon Life Vice President Jean Luc Retornaz

### 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: Mr. Kevin Griffin from BRCA

### 4. CORRESPONDENCE RECEIVED

The usual emails regarding spots and venues.

### 5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman in the following terms:

#### **2018 Season Report 1/8<sup>th</sup> BUGGY**

Hello my friends

A busy season and I am here while I must have been there, but that shows how life is, not easy.

We started the year making the adjustments on the number of entries up to the designated date, that gave us the INITIAL figures, those increased during the season to the country requirements, adjustments in LOW, a minus adjustment, is nearly impossible to be done. The organizer is informed and the tool creates its previsions.

Then we do realize that the enlistment of NAMES has been a major problem To ME and consequently to ORGANIZERS. It is impossible to prepare practice groups if names are changing, so I did ask in EFRA to freeze the picture by at least 2 weeks before the event so we can WORK.

We had 2 interesting Warm Ups, EC B and EC A, Our EC B Warm UP, the European Championship B itself and all races at Barco di Bibbiano had been suffering from a RAIN CLOUD just over the track, horrible luck for sure, but the EXCELLENT WORK done by the Club Crew and their friends helped to run a successful event. Victory for a young driver Mattia Polito del Bello with his KYOSHO car and many, MANY, young drivers at the event and even on the main final. Good.

Then we had the Euro A warm-up and the European Championship A at Freixedas, a good and warm event at the first week of August. Victory for Bruno Coelho with his XRAY buggy.

At the end of the summer we went to the Electric Off Road 8<sup>th</sup> Buggy, the "ECO" at the north of France Noeux Les Mines with a victory for young local star Jean-Pierrick Sartel with another XRAY.

The Final event of the Season was the +40 European Championship at Fehring, Austria. A nice race with EXCELLENT AMBIENCE and victory for the AGAMA golden boy Robbe Gustafsson.

I must thank all our Organizers and our Referees as well for an excellent effort. Many thanks.

I am 100 % in favour of refunding all Deposits.

And now I am here while I must be there...  
As said, that is life.

Minor season problems: Big mouth problems, crying babies, late registration, no shows %, some "untitled to race" people

Positive inputs out of the season: good attendance, good technical inspection acting, good observation of the rules, and positive attitude of member countries representatives.

This is your season report

### 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, no other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
2020		EC 40+	Sweden	Stockholm
2020		EC B	France	Longvic
2020		EC Electric/40+	Austria	Styria
2020		EC 40+	France	Reding
2020		EC	Spain	Redovan
2020		EC <del>IC</del> /Electric	Slovakia	Trencin
2019		EC Electric	Spain	Barcelona
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
14-16 June 2019		EC B	Spain	Silla (Valencia)
8-13 July 2019		EC A	Italy	Sacile
13-15 Sept 2019		EC 40+	Germany	Landshut
30-31-1 Aug Sept 2019		EC Electric	Spain	Barcelona
3-5 May 2019		IR B Warm Up	Spain	Silla (Valencia)
24-26 May 19		IR A Warm Up	Italy	Sacile

#### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2020		EC A	Spain	REDOVAN
2020		EC B	Austria	FEHRING
2020		EC Electric	Slovak Rep	TRENCIN
2020		EC 40+	France	REDING

Special recommendation 2021 Styria for EC +40.

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> January LATEST.**

Adjustments can be made without financial implications up to 21 January 2019. After that date any extra entry will be invoiced accordingly.

## 7. RULE PROPOSALS

**Note: The EFRA Committee has studied all received proposals and has come to an opinion on 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:

- 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.
- 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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d) All drivers will be entitled to a sub-final.

e) Heats will be run, **normally**, 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 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: FRANCE**

**The proposal: X Passed Unanimously**

### **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 **either** on 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: Norway**

**The proposal: X Passed Unanimously**

**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 corresponding 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 (but 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: CROATIA**

**The proposal: X Passed Unanimously**

**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

Amended to:

FINALS 12 fastest drivers will qualify for A-final.  
Drivers placed from 13 to 25 will be placed to B-final.  
1-12 -> A-final  
13-25 -> B-final  
26-37 -> C-final  
38-49 -> D-final  
50-61 -> E-final  
62-73 -> F-final

74-85 -> G-final

Finals will start with the last chance final for drivers qualified to B final.

All finalists entitled to a practice final except those at the B final that run the last chance final.

There will be 13 drivers at the B Last Chance Final 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 of 1 or 2 rounds is calculated.

**Proposed by EFRA, Gomez Ambrosio Carlos**

**Seconded by: CROATIA**

**Proposal was amended**

**Amendment proposed by Austria**

**Seconded by: SPAIN**

**The proposal together with the amendment: X Passed Unanimously**

**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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**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: Great Britain**

**The proposal: X Passed Unanimously**

## 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**

**The Proposal was not seconded.**

## 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: Spain**

**The proposal: X Passed Unanimously**

**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: Finland**

**The proposal: X Passed Unanimously**

## **8. ELECTION OF VICE SECTION CHAIRMAN**

Mr Alex Fellner is willing to restand.

Mr Alex Fellner is unanimously re-elected.

## **9. ANY OTHER BUSINESS**

The Meeting considered the length of the events, with chairmans recommendation to make them of a reasonable length, a proposal for IFMAR Worlds on 6 days is shown and considered suitable.

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

The Section Chairman thanked all participants for a constructive meeting, and there being no further business the meeting was closed at 4:30.