

Minutes1:8 Buggy

SATURDAY 9th of November 2019.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

Meeting is opened at 13:00 with a warm welcome by the Section Chairman.

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	WC
AUSTRIA	G. Steinbock		6	49	29	13	0
BELARUS							
BELGIUM							
BULGARIA							
CROATIA	Ante Ducij			2	2	1	
CZECH REP.							
DENMARK			3	4	1	5	1
ESTONIA						2	
FINLAND	Jukka Hakamies		11	0	4	2	2
FRANCE	Marie Nironi		19	21	10	25	12
GERMANY	A. Lamers		12	30	11	22	5
GR. BRITAIN	Kevin Griffin		15	15	8	12	5
GREECE			3	2			
HUNGARY							
IRELAND				1		5	
ITALY	Theo Spagnolo		14	4	3	4	5
LUXEMBOURG							
MONACO	F. Abalo		2		1	1	1
NETHERLANDS	R. Houtmann						
NORWAY	H. Magneberg		2			4	1
POLAND		no	2		1		1
PORTUGAL	Joao Duraes		8	1	1		2
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN	Alfonso Pineda		45	4	15	3	8
SWEDEN	Robert Hillman		8	1	4	10	2
SWITZERLAND	F. Moser		8	10	2	15	4
TURKEY							
TOTAL	13		158	144	92	124	49

Allocations can be changed till January 21th 2019.

Other persons present: none

3. MINUTES OF 2018 SECTION MEETING

November 2018— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2018.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2019 season

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman. You can find this as an addendum.

The chairman agreed with the floor for the full payback of the full retention or deposits.

He reported about the InfoRc coverage of EC-B an EC-Electric and the meeting agreed that events other than EC-A should be covered that way at reduced costs. A Video Report of InfoRC was displayed.

6. PRESENTATIONS FOR APPLICATIONS EC 2021 AND GP'S 2020 & 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
2021		EC A	Croatia	Zagreb
2021		EC A	Austria	Fehring
2021		EC A	Portugal	Barcelos
2021		EC A	Sweden	Furulund
2021		EC B	Germany	Bischofsheim
2021		EC B	Longvic	France
2021		EC B	Italy	Pinerolo
2021		EC 40+	Austria	Styria
2021		EC Electric	Netherlands	Utrecht
2021		EC Electric	Austria	Fehring
2022		WC	Sweden	Eskilstuna
2022		WC	Spain	Redovan

Final Race calendar 2020

Year/Date	Alt. Date	Status	Country	Venue
1 to 3 May		Warm Up	Spain	Redovan
22 to 24-05		EC Electric	Slovakia	Trencin
12 to 14-06	-	EC B	Austria	Fehring
28-07 to 01-08	-	EC A	Spain	Redovan (Alicante)
30-08 to 5-09	-	IFMAR WC	Brazil	Cianorte
11 to 13-09	-	EC 40+	France	Reding

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
July 2021		EC A	Portugal	Barcelos
June 2021		EC B	France	Longvic
Sept. 2021		EC 40+	Austria	Salsach (Styria)
Sept. 2021		EC Electric	Netherlands	Utrecht
Sept. 2022		IFMAR WC	Spain	Redovan

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 2020.

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

Current Rule

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

Suggestion

To consider the possibility to end all our events in Sunday, that means to move the whole EC A 1 day backwards, instead of Tuesday to Saturday, to move it from Wednesday To Sunday.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status: withdrawn

Current Rule

1.1.

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	ECA/ ECA+	EC 40+	Euro- Indoors
Days	Fri./Sun.	Fri./Sun.	Tue./Sat.	Fri./Sun.	Fri./Sun
Min/Max No 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 weekend of the month	2nd weekend June	2nd weekend July	2nd weekend Sept- ember	2nd week from Nov- ember- February
Compulsory Registration	EFRA or National	EFRA	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	YES	
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.

Change in the table 2 things.

Delete Euro-Indoors title and change it for Electro 1/8 and change its recommended date to late August or late September.

Remarks

We never have had Euro Indoors but we have the Electric Buggy for 5th time already.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: AKK

The proposal: o Passed Unanimously

Current Rule

1.3.

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

Proposal

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

At ECA and EC Brushless up to 24 spots may be reserved for overseas drivers following a reciprocal or global agreement.

Remarks

That will be a good level field for drivers asking for more international overseas racing. Not to start sooner than 2021, when and if the blocs agrees to do it so.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: NMF

Amended

At ECA and EC Brushless up to 24 spots may be offered for overseas drivers following a reciprocal or global agreement.

Secoded by: AKK

o Passed with 6 for, 5 against and 2 abstentions

Current Rule

1.4.

If a driver has not registered by midday on the first day of the event, then his place will be re-allocated unless that driver has contacted the organizer to explain his reason for not registering.

Proposal

If a driver has not registered by midday on the first day of the event, then his place can be re-allocated or deleted from the list unless that driver has contacted the organiser to explain his reason for not registering on time.

Remarks

Change "will be re-allocated" to "can be..." and to "can be deleted from the list " as well, which is most common scenario right now. Registering to "registering on time"

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: FFVRC

The proposal: o Passed Unanimously

Current 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 forty (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 **on the same week with European Championship A race, from Monday to Wednesday.**

Remarks

Combining the racing benefits everyone, the manufacturers save money, yet provide more support to their customer base, the organisers have a greater financial incentive, so potentially easier to find hosts, many B Euro drivers get to race two races, and the others get to have a vacation watching and learning from world's best drivers.

Proposed by: AKK, Hakamies Jukka

Proposal Status:

Secoded by: NMF

The proposal: o Rejected Unanimously

Current Rule

1.7.

- a) An Open 40+ EC may be organized each year, Preferably Mid September. A designated tyre system may be used for this event following a decision made at the previous section meeting.
- b) An Indoor EC may be organized each year, preferably from 2nd weekend of November to February.
- c) The Indoor EC may also include Electric 1/8th models.
The Main final to be 3 races of 10 minutes duration.

Proposal

- a) An Open 40+ EC may be organized each year, Preferably Mid September. A designated tyre system may be used for this event following a decision made at the previous section meeting.
- b) An Electro 1/8 Buggy event may be organized each year, preferably late August of late September and out of summer season if it is hold indoors.**
The Main final to be 3 races of 10 minutes duration.

Remarks

As said before we are not making Indoor event but Electro 1/8 either indoor or outdoor, so that the proposal is to change it to the REALITY.

Moment of the year: the real ones...

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: Spain

o Amended by EFRA

a) A 40+ EC may be organized each year, Preferably Mid September. A designated tyre system may be used for this event following a decision made at the previous section meeting.

b) An Electro 1/8 Buggy event may be organized each year, preferably late August of late September and out of summer season if it is hold indoors.

The Main final to be 3 races of 10 minutes duration.

o Passed Unanimously

Current 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

All European Championship organisers must inform EFRA before 31 December the year before about the selected tyre for their event.

Remarks

Purpose is to have a designated tire for EC-races to make it easier for privateers to participate in European Championships.

Proposed by: AKK, Hakamies Jukka

Proposal Status:

Seconded by: o Not Seconded

Current 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, 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.

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.

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, the timekeeper and the Referees and clearly stated at the Team Managers meeting.

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

This choice , 9.3a) or 9.3b) at General rules refers to when the clock starts for a slow driver...

with our flying start system normally we MUST use always the second system (1 minute after first car has passed) but probably referred to ordinary lap time + 50 % more.

The flying start is created to make more easy the start for everyone , with no stress for Race Direction, but if 1st car just pass the lap counting antenna on time he may cause an undesired "delay" on slower cars, and we are NOT racing for the loop or antenna. Race has not started for the slower car.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: Portugal

The proposal: o Passed with 11 for, 1 against and 0 abstentions.

Current 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 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.

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 either 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, the Timekeeper and the Referees** and must be clearly advised before the start of practice. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie second point result will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 36 drivers will be placed in the first 3 heats with 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 either the afternoon immediately after the opening ceremony or early morning the next day.

Remarks

This is a sensible item, the referees must be able to have an opinion and Timekeeper as well. Normally this choice among last 5 minutes or the complete Track time will depend on track layout, laptimes, and program capability to do it so.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: NOMAC

The proposal: 0 Passed with 11 for, 1 against and 0 abstentions.

Current 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 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.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 36 drivers will be placed in the first 3 heats with 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 either the afternoon immediately after the opening ceremony or early morning the next day.

Proposal

Same racing format as EC-B (3 day race)

Remarks

Voted only if proposition on 1.5 is passed.

**Proposed by: AKK, Hakkamies Jukka
withdrawn**

Current Rule

2.4.

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.

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 in any Round score points corresponding to the total of entrants to the event, not modifying other drivers result inside that round, failure to marshal at a round will result in a ten place demotion that will be applied to the drivers final qualifying position when all qualifying has been completed.) .

Overall Qualifying positions are decided by each drivers "best" (lowest) points being added together, based on the number of rounds to count .

In the event of a tied position the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (eg. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared..

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

1st.- The lap counting programs are not able to make what we are actually requiring. 2nd.- uniform rules at EFRA for tie breaks

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: NMF

o Amended by AECAR to

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 in any Round score points corresponding to the total of entrants to the event, not modifying other drivers result inside that round, failure to marshal at a round will result in a 16 place demotion that will be applied to the drivers final qualifying position when all qualifying has been completed.) .

Overall Qualifying positions are decided by each drivers "best" (lowest) points being added together, based on the number of rounds to count .

In the event of a tied position the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (eg. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the

tie. In the case of a continuing tie, then the times from the second best scores will be compared..

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.

Seconded by: BRCA

The proposal: o Passed with 11 for, 0 against and 1 abstentions.

Current Rule

2.5.

FINALS

a) All finals.....

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

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 16 or younger on ~~the 1st January~~ of 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.

Remarks

Delete the reference to radio frequencies, all drivers use DSM. - Change definition of youth to 16 years old by 1st January of the year of the competition. - Delete all b) part, no more Euro indoor Champ. rules.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: NOMAC

The proposal: o Passed Unanimously

Current Rule

2.6.

TIMETABLE

The timetable for E.C. shall be as follows: The Race Organiser should schedule all events for each day to be completed and the track closed by 18:30.

TUESDAY.....

Official Prize Giving/Reception/Banquet to be held after Main Final at a time to be announced by the Organisers.
Banquet Tickets to be sold in advance if such existing.

Proposal

Official Prize **Giving Ceremony** to be held after Main Final at a time to be announced by the Organisers.

Remarks

We have not held any banquet since 2010, and before that nearly another 10 years before, so that one was not a success, now, people need to travel to be back at work, so a vast majority of people do not stay to hold a banquet in the night.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: BRCA

The proposal: o Passed Unanimously

Current Rule

2.7.4.

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 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 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 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.

The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more.

In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second best position will be compared.

When some drivers of a final do not run a final, they will be awarded the remaining points in the order of their car numbers.

If final rounds are cancelled due to weather conditions, 1 out 1 or 2 rounds is calculated.

Remarks

If now winner has lowest points at qualifying like in Electric, we can do it as well for finals. (KISS) Then we need rules for ties in points after finals been run. (KISS again)

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: FFVRC

The proposal: o Passed Unanimously

Current Rule

3.3.

SAFETY

Safety for everybody must be the most important aspect when designing a track and at every moment while race is on progress.

All non authorised people will have to leave the track area when the call 1 minute to start is given.

Press and media will be informed of this rule by the organizer when obtaining their press pass.

Proposal

SAFETY

Safety for everybody must be the most important aspect when designing a track and at every moment while race is on progress.

All non authorised people will have to leave the track area when the call 1 minute to start is given.

Press and media will be informed of this rule by the ~~organiser when obtaining their press pass.~~

Remarks

We are proposing to delete the "when" restriction... We do not need to say when the Organiser informs about it. Sometimes there are no Press passes but Media Jackets or similar.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: FEPRA

The proposal: o Passed Unanimously

Current Rule

4.1.

The track for a European Championship MUST be either new or repaired new before the day it is open for practice. Whether the track is a new track made for the event or an existing track it can not be open to drivers for practice before the day the official practice is scheduled. The National Federation and the organising Club must forbid any use of this track 4 weeks before the event.

Proposal

The track for a European Championship MUST be either new or repaired new before the day it is open for practice. Whether the track is a new track made for the event or an existing track it can not be open to drivers for practice before the day the official practice is scheduled. The National Federation and the organising Club must forbid any use of this track 4 weeks before the event **unless there is a Section Chairman founded authorization to waive this requirement.**

Remarks

Some clubs can not apply for EC events because they must raise its normal money to keep on alive and can not close its facilities for a complete month.

A founded decision of the Section Chairman will be normally to allow a club race or a race where the EC Contendants will not take part of, or a race which ends 21 days (3 weeks) before the event, all that EXCEPTIONALLY authorized by the Section Chairman (who will try to use the very poor common sense he still have, somewhere...)

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: FEPR

The proposal:
o Amended by AECAR

The track for a European Championship MUST be either new or repaired new before the day it is open for practice. Whether the track is a new track made for the event or an existing track it can not be open to drivers for practice before the day the official practice is scheduled. The National Federation and the organising Club must forbid any use of this track 3 weeks before the event.

Seconded by: SRCCA

The proposal: o Passed Unanimously

Current 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 **and a side wall dot circle or a thin line to indicate the hardness of the compound as follows:**

White = Hard

Yellow = Medium

Red = Soft

Green = Super Soft.

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.

Remarks

Manufacturers have asked that already, colour codes was yet against the rules.

Proposed by: EFRA, Gomez Ambrosio Carlos

o Amended by EFRA to

TYRES

All tyres must be black with the exception of side wall lettering **and a side wall dot circle (max. 7mm) or a thin line (max. 3mm) to indicate the hardness of the compound.**

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.

Seconded by: FEPRA

The proposal: o Passed Unanimously

Current Rule

5.6.

APPEARANCE

- a) Cars shall be a reasonable representation of the style of car used for offroad, desert or trial racing.
- b) Full bodysHELLs of saloon style are permitted but may only be trimmed to expose a maximum of 50% of the tyres at full suspension depression. If such bodysHELLs are fitted, provision for trimming shall be as in Section 5.6d.
- c) Where a roll-cage is fitted, an open wheel style bodysHELL must be fitted underneath the cage so designed as to enclose R/C equipment and fuel tank with sufficient front and side areas to allow clear display of racing numbers.
- d) Openings may be cut in the shell for the antenna and the pipe ends and to allow access to fuel filler, switch, and engine adjustments, and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel tank access.
- e) The car bodysHELL holding the car identification number must be fitted, if it becomes loose or detached it must be fixed in the immediate next lap. Clearance around such items to be kept to a minimum.
"Acceptance of a saloon bodysHELL by another EFRA Section shall be deemed to simply approval by the Off-Road Section for racing purposes."

Proposal

APPEARANCE

- a) Cars shall be a reasonable representation of the style of car used for offroad, desert or trial racing.
- b) Full bodysHELLs of saloon style are permitted but may only be trimmed to expose a maximum of 50% of the tyres at full suspension depression. If such bodysHELLs are fitted, provision for trimming shall be as in Section 5.6d.
- c) Where a roll-cage is fitted, an open wheel style bodysHELL must be fitted underneath the cage so designed as to enclose R/C equipment and fuel tank with sufficient front and side areas to allow clear display of racing numbers.
- d) Openings may be cut in the shell for the **mounting posts, the** antenna and the pipe ends and to allow access to fuel filler, switch, and engine adjustments, and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel tank access. **Clearance around such items shall be kept to a minimum. The front and rear ends of the shell must retain some of the original profile of the two ends of the shell**
- e) The car **parts** holding the car identification number must be fitted, if it becomes loose or detached it must be fixed in the immediate next lap. Clearance around such items to be kept to a minimum.
"Acceptance of a saloon bodysHELL by another EFRA Section shall be deemed to simply approval by the Off-Road Section for racing purposes."

Remarks

Mounting post holes were missing.

The holes can not mean a cooling abuse.

Some profile of Front and Rear must be there to protect humans hands. If numbers are on the wing then wing must be fixed as well , so to substitute bodysHELL by the word "part" seems suitable.

Proposed by: EFRA, Gomez Ambrosio Carlos

Seconded by FEPRA

The proposal: o Passed Unanimously

Current Rule

5.8.1.

MOTORS:

Can : Maximum overall length is 77.00 mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Motor mounting holes must be on 1.00- inch (25.40mm) centers. Stator: Motor stator maximum outside diameter is 39 mm.

Rotor: External shaft diameter shall be 5mm. It may only be either a 2 pole or a 4 pole design with a maximum 12-slot stator.

Proposal

MOTORS:

Can : Maximum overall length is 77.00 mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Motor mounting holes must be on 1.00- inch (25.40mm) centers. Stator: Motor stator maximum outside diameter is 39 mm.

Rotor: External shaft diameter shall be 5mm . ~~It may only be either a 2 pole or a 4 pole design~~ with a maximum 12-slot stator.

Remarks

Take out the reference to the number of poles, 2 or 4 or 6, it really does not affect after consultation with EFRA experts they say we can take the mention out.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: AKK

The proposal: o Passed Unanimously

Current 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 the winner of each other electric final. - Trophy for positions 4-13 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 EC A and EC B.

- 3 set of 5 plates to the Nations Cup positions 1-2-3.EC A and EC B

- 1 Trophy for the manufacturer of the winner car at the EFRA EC A

- 1 Trophy for the manufacturer of the winner engine at the EFRA EC A

- 1 Trophy for the manufacturer of the winner tires at the EFRA EC A

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 **organiser** 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 the winner of each other electric final. - Trophy for positions 4-13 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 EC A and EC B.

- 3 set of 5 plates to the Nations Cup positions 1-2-3.EC A and EC B

- 1 Trophy for the manufacturer of the winner car at the EFRA EC A

- 1 Trophy for the manufacturer of the winner engine at the EFRA EC A

- 1 Trophy for the manufacturer of the winner tires at the EFRA EC A

~~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

Delete the Nations cup Trophy in deposit, not used since many years ago. Trophies went lost.

Proposed by: EFRA, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: FFVRC

The proposal: o Passed Unanimously

8. ELECTION OF SECTION CHAIRMAN

Mr Carlos Gomez is willing to restand. He informed the meeting he was thinking on moving towards Vice Section Chairman position in 2 or 3 Years. So the Section has to find a replacement.

He was voted unanimously.

9. ANY OTHER BUSINESS

The meeting talked about RCGP Collaboration with IFMAR (actually discarded by IFMAR) and the new question of Collaboration with EFRA (yet to be known).

The meeting discussed the possibility of being flexible enough to end EC-A on Sunday if needed.

And new Formats for Racing were discussed with opening ceremonies performed in the local town, so again to be flexible enough.

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 17:53