

Agenda1:8 Buggy

SATURDAY 7th of November 2020.

1. CHAIRMAN'S WELCOME Mr. Carlos Gomez

Meeting is opened at 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							
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 2021.

Other persons present:

3. MINUTES OF 2019 SECTION MEETING

November 2019— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2019.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2020 season

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairman.

6. EC'S AND GP'S 2021 & successive

The 2020 calendar has been postponed to the 2021 year, with only one date change. The EC A will move to 2 weeks earlier. This calendar is still provisional until final decision to be made at our AGM.

Provisional Race calendar 2021

Year/Date	Status	Country	Venue
1 to 2 May 2021	Warm Up	Spain	Redovan
21 to 23-May 2021	EC Electric	Slovakia	Trencin
11 to 13-June 2021	EC B	Austria	Fehring
6 to 10-July 2021	EC A	Spain	Redovan (Alicante)
Early Sept 2021	IFMAR WC	Brazil	Cianorte
10 to 12-Sept 2021	EC 40+	France	Reding

Consequently the venues approved for 2021 go to 2022

Future Race calendar Championships 2022

Year/Date	Alt. Date	Status	Country	Venue
July 2022		EC A	Portugal	Barcelos
June 2022		EC B	France	Longvic
Sept. 2022		EC 40+	Austria	Salsach (Styria)
Sept. 2022		EC Electric	Netherlands	Utrecht
Sept. 2023		IFMAR WC	Spain	Redovan

Special recommendation was done for Sweden as possible host country for EC A 2022 so this moves to 2023 as well.

As rule says, adjustments at allocations can be made without financial implications up to 21 January 2021. Allocations will be made to each country as it was previously decided past AGM unless otherwise stated at the next EFRA AGM with the obvious adjustment still possible to be made until 21th January as the rule mandates.

7. RULE PROPOSALS

The 2 RULE PROPOSAL changes considered to be done

APPENDIX 2 1/8th SCALE IGNITION OFF ROAD CARS

Rule proposal 1

Current 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

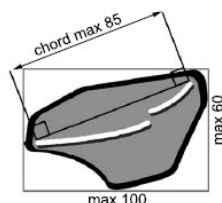
-The width of 85 mm is measured between the lower leading edge and the higher trailing edge.

The side dams of the wing must have 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.



Proposal:

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- The single of multiplane wing must be registered inside the contour of the side dams.

- A front wing, in between the front shock absorber holder and the front of the body-shell is valid, on condition to be made on Lexan or equivalent material (carbon fibre is forbidden) and that it is cut so as not to injure a marshal who may take the car by the front. No sharp angles are allowed, all angles must be rounded. All other front wings are prohibited, wings on wishbones are prohibited.

There will be no other aerodynamic aid to the body-shell other than the 2 wings allowed here.

- The wings and the side dams must be made out of flexible material with angles rounded.

Rationale:

The EFRA Section Chairman had made a letter earlier this year making the following observation: "The front wings and aerodynamical aids are under investigation actually. For sure safety always comes first so front wings are to be made of inflated material, plastic, with rounded edges and safe wise designed to minimize the risk of injuries by marshal or mechanics."

Now, consequently in order to avoid confusions the regulation is incorporated into the Handbook, more precise, actually using basically the French Federation wording.

Suggestions to include maximum dimensions in the rule have been received.

Seconded by: o Not Seconded

Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

Rule proposal 2, This rule is subject to be adjourned to 2021 AGM

Current Rule: 5.7.

5.7. Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 25% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.91 grams/cc at 20°C and standard atmospheric pressure. For quick testing a Nitromax 25 can be used , but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gr/cc) based on the temperature (from 0 to 50°C) The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event.

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From 01.01.2022 the precedent paragraph will change to the following one:

5.7. Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1, and/or Ethanol (Ethyl Alcohol) CAS number 64-17-5, lubricating oil, a small content of anti-corrosion chemicals and maximum 16 % of nitro methane (CAS number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87 grams/cc at 20°C and standard atmospheric pressure. Measurement will be done with a Nitromax 16% in the pit lane and/or anywhere inside the venue. Any fuel detected heavier than 0.87 will automatically means that the driver will have the result deleted for the heat or final where the fuel was found too heavy. The following additives are strictly prohibited: Hydrazine, Hydrogen Peroxide, Toluene, Propylene Oxide. In case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gr/cc) based on the temperature (from 0 to 50°C) The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event.

Rationale:

The EU law forces to have a special permit to use more than 16 % nitro for 02.02.2022 (before that date anyone can use the one he/she may have purchased before the 01.02.2021). The simple regulation of On Road at GT class does not help or suit 100 % the Off Road scene, because we are not using nor designated nor impounded fuel.

EU law:

<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1599806504733&fbclid=IwAR3YKLC4eKFrn-s47JVBTNsfASqpMVTwk4a3Y46MRqXYngfK4Mra1fJVyU&uri=CELEX%3A32019R1148>

This law can be read in many languages...

Seconded by: o Not Seconded

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

8. ELECTION OF SECTION CHAIRMAN

It is EFRA's intention to extend all mandates with one year.

Current Vice Chairman Alex will keep on, and his position will be voted at 2021 in spite of this 2020.

The Section Chairman position will be voted in 2022 instead of 2021.

9. ANY OTHER BUSINESS

10. ITEMS FOR GENERAL DISCUSSION.