

## Minutes 1:8 Buggy

SATURDAY 7<sup>th</sup> of November 2020.

### 1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

Meeting is opened at 14:00 with a warm welcome by the Section Chairman.

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from: **None yet.**

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECT SUBS	EC A	EC B	EC Electric	EC +40	WC
AUSTRIA	Werner Freilinger, G. Steinbock, Hupo Honigl		9	48	29	12	0
BELARUS		NO					
BELGIUM			1	0	0	0	0
BULGARIA		NO					
CROATIA	Ante Dujic		0	2	2	1	0
CZECH REP.			3	3	5	5	2
DENMARK	Munk Poulsen		2	3	1	5	0
ESTONIA		NO	0	0	0	2	0
FINLAND	Jukka Hakamies, J Quagraine		11	0	3	2	1
FRANCE	Marie Nironi		19	18	10	23	11
GERMANY	Thomas Kohmann		9	30	10	31	3
GR. BRITAIN	Kevin Griffin		15	15	8	12	4
GREECE	Nikos Nikolakopoulos	NO	3	2	0	0	0
HUNGARY		NO					
IRELAND	Colin Whelan		0	0	0	5	0
ITALY	Alesio Mazzeo		17	11	4	6	6
LUXEMBOURG		NO					
MONACO			2	0	1	1	1
NETHERLANDS	Raymond Houtman		2	3	1	0	0
NORWAY	Hans Magne Berg		2	0	2	4	1
POLAND		NO	1	2	3	0	0
PORTUGAL	Joao Duraes		9	1	2	1	3
ROMANIA		NO					
RUSSIA		NO					
SLOVAK REP.	Matus Mydia		0	1	3	0	0
SLOVENIA		NO	1	3	0	0	0
SPAIN	Alfonso Pineda, Javier Llobregat		46	0	6	3	4
SWEDEN	Nils Lindback, Johan Östvall		8	1	4	15	2
SWITZERLAND	François Moser		0	1	4	16	0
TURKEY		NO					
<b>TOTAL</b>	<b>(in bold representatives)</b>		<b>160</b>	<b>144</b>	<b>98</b>	<b>144</b>	<b>38</b>

Up on the chart is the list of Allocations EFRA had by January 21<sup>th</sup> 2020. Obviously we all assume this may change when prospective plans and dates are known.

**Allocations can be changed till January 21<sup>th</sup> 2021 and most possible even later during the year due to the exceptional allowance be conferred to the EFRA Executive by the present AGM.**

Other persons present: Mr. Gary Culver, Hon. Life President of EFRA & Mr. Jean Luc Retornaz Hon. Life Vice/President of EFRA, & EFRA Board Members

### 3. MINUTES OF 2019 SECTION MEETING

November 2019— Brussels, Belgium

Matters arising from the minutes: **NONE.**

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: **Mr. Kevin Griffin from Great Britain.**

### 4. CORRESPONDENCE RECEIVED

Correspondences from the 2020 season: **Apart from allocation adjustments, basically we start the year with the front wing issue and other aerodynamic aids, when we were clear to keep that within the limits of safety and common sense the pandemic scenario started to grow all over Europe, You don't need to be told how hard it has been.**

**The Section Chairman expressed the Sections Condolences for the loss of our loved former Section Chairman Mr. Mick Hill and kindly asked Mr. Kevin Griffin to transmit those condolences to his wife and relatives.**

**At Summer time with the good weather we have been able to have some national races sometimes with country neighbours in attendance. That was one of the meanings of stopping the international calendar, to generate free dates for local, regional and national dates.**

**During this scenario we had some talks with all organizers to postpone the events of 2020 to 2021 all of that done in a collaborative way without any important incident.**

**Suddenly in September, Sweden let us know their inner scenario related to fuel. That put your SC in the clue of what was going on and so that, covering those 2 issues there are later on 2 proposals to be discussed.**

**We end the year also with some drivers complains about the use of tyre additives at their national championships, we checked the situation and there is no regulation at all at their national level. We will come back later to the subject in Items of General Discussion (if I forget to do it so, please remember it to me).**

### 5. CHAIRMAN'S REPORT

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

**This year basically the correspondence is my report of the Season. I have been working as well in guidelines for reopening activities during our first lockdown but I hope we will be able to put all these guidelines in place during next season together with all our Euros Organizers.**

### 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 TBC	IFMAR WC	Brazil	Cianorte
10 to 12-Sept 2021	EC 40+	France	Reding

**J. Quagraine: The EFRA Warm up colliding with RCGP round 2, EFRA will investigate to try to avoid collision.**

**The Section meeting unanimously approves the provisional race calendar.**

**Consequently the venues approved for 2021 are postponed 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. BUT DO NOT FORGET THE SPECIAL ALLOWANCE REGARDING DATES GRANTED TO THE EFRA EXECUTIVE BY THE PRESENT EFRA AGM.**

## **7. RULE PROPOSALS**

**The 2 RULE PROPOSAL changes considered to be done are the following ones:**

### **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

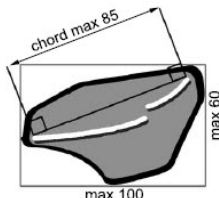
-The width of 85 mm is measured between the lower leading edge and the higher trailing edge.

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:**

#### **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 700 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.

- A front wing, in between the front shock absorber holder and the front of the body-shell is valid, on condition to be made of 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: Aecar.**

**Passed with .13... for, .2... against and .1... abstentions.**

Effective from: 01/01/2021

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### **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 mean 5 years of disqualification from any EFRA and IFMAR event.

#### **Proposal:**

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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 mean 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 mean 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...

The EFRA Section Chairman presents an extensive recap named "the potato fuel.docx" over the subject explaining the situation we are going to face and his suggestions or recommendations.

**Seconded by: Norway**

**Section Chairman proposes to adjourn its voting to the next year 2021, being all aware the rule will be effective in 01.01.2022 with no special technical delay as all industry is aware of the situation.**

**Seconded by: Portugal**

**Passed Unanimously**

## 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

Joseph Quagraine from Finland wanted to talk about improving racing formats, he suggested American style or other formats and wants to know the reasons why racing Euros EC A & B together consecutively at same venue did not succeed.

Section Chairman explained to him we are always open to investigate new race formats, i.e. yesterday we did receive a new one with same practice and qualifying and many more final runs, (thanks France) and in the past we looked and liked formats like Nitrocross from Finland, and even proposed in IFMAR a C/B/A format with 3 days for each class and it did not succeed. Democracy is that, you vote and take the result. EFRA cannot re-vote what has been decided the last year.

## 10. ITEMS FOR GENERAL DISCUSSION.

2 drivers had come to us at the end of the season with concerns about the use of tyre additives at National Level, we studied the scenario and there were no national rules and so that EFRA answer has been to try to improve its national rules at home and then, from federations to EFRA

Section Chairman makes clear that for him a proposal to ban something must carry as well the checking method to avoid rule infringements. Joseph Quagraine disagrees, Alessio Mazeo from AMSCI fully agreed with Section Chairman.

Section Chairman advises of frequent Zoom meetings, probably each 2 months and a working group for fuel issue. Being said that the meeting is closed by 15:00