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## Agenda 1:8 Buggy

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**SATURDAY 6<sup>th</sup> of November 2021.**

### 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							
GREAT BRITAIN							
GREECE							
HUNGARY							
IRELAND							
ITALY							
LUXEMBOURG							
MONACO							
NETHERLANDS							
NORWAY							
POLAND							
PORTUGAL							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							

<b>TOTAL</b>							
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**Allocations can be changed till January 21<sup>th</sup> 2022.**

Other persons present:

### 3. MINUTES OF 2020 SECTION MEETING

November 2020— Virtual AGM

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2020.

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

### 4. CORRESPONDENCE RECEIVED

Any correspondences from the 2021 season

### 5. CHAIRMAN'S REPORT

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

### 6. EC'S AND GP'S 2022 & successive

#### Provisional Race calendar 2022

Year/Date	Status	Country	Venue
30 April -1 May 2022	Warm Up	Spain	Redovan
20 to 22-May 2022	EC Electric	Slovakia	Trencin
10 to 12-June 2022	EC B	Austria	Fehring
	Worlds Warm Up	Spain	Redovan (Alicante)
5 to 09 July 2022	EC A	Spain	Redovan (Alicante)
04 to 11 Sept 2022	IFMAR WC	Spain	Redovan (Alicante)
09 to 11 Sept 2022	EC 40+	France	Reding

#### Future Race calendar Championships 2023

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

Special recommendation was done for Sweden as possible host country for EC A 2023 so this moves to 2024 as well.

As rule says, adjustments at allocations can be made without financial implications up to 21 January 2022. 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

**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.**

## Current Rule

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 20% 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 20C 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 50C) 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.

## Proposal

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), 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 20C and standard atmospheric pressure. For quick testing a Nitromax **16** 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 50C) 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.

## Remarks

EU has put 25% nitromethane on terrorism legislation. The individual driver must apply for a license to buy and store the fuel at their national authorities. This has proven to be a slow process. In most cases, the authorities have refused or specified a case processing time of +6 months. In addition, the driver must apply for a transport permit and use permit when participating in races abroad.

**Proposed by: DASU, Andersen Anne**

**Proposal Status:**

**Seconded by: .....  Not Seconded**

**The proposal:  Passed Unanimously  Passed with .... for, .... against and .... abstentions.  
 Rejected with .... for, .... against and .... abstentions.  Amended**

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## Proposal

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 **16%** of nitro methane (Cas number 75-52-5) **IN WEIGHT (not in volume)**. The specific gravity of the mixture may not be heavier than **0.859** grams/cc at 20°C and standard atmospheric pressure. For quick testing a Nitromax **16EU** 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. **From 1st of January 2023 the fuel of the EFRA events must be EFRA Homologated.**

#### Remarks

Due to the new EU law in certain countries of Europe it will be difficult or sometimes impossible to keep on using Fuel over 16 %, strictly spoken in WEIGHT and not in volume. SO that a new Nitromax maybe needed. homologation of fuel to be ready for 2023

**Proposed by: EFRA, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: ..... o Not Seconded**

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

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Proposal

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#### Remarks

As an alternative, we must maintain the chance to keep on using 25 % at Europe, when & where it is possible, like it is done at the rest of the world, it might be possible if its supply is ensured and safe. Fuel homologation ready to be launched in Jan 2023

**Proposed by: EFRA, Gomez Ambrosio Carlos**

**Proposal Status:**

**Seconded by: ..... o Not Seconded**

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

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## 8. ELECTION OF SECTION CHAIRMAN

Position up for election: Vice Chairman Alex Fellner Is willing to restand.

## 9. ANY OTHER BUSINESS

## 10. ITEMS FOR GENERAL DISCUSSION.

### HOMOLOGATED FUEL:

Let us consider a homologation for fuel brands. Brands send us a fuel sample, and we have 2 spectrometers to set at least a fingerprint of the fuel. The samples can also be send out to a lab for deeper analysis. Fuel can than always be tested for similar fingerprints. If there is a change in fuel composition, the brand will have to send in another sample.

1. With a new fuel rule coming up , it would be a good starting point for everyone. That is the ideal time to put such a thing into place.
2. That way we can at least establish a list of approved fuels for everyone.

**Proposed by: EFRA, Carlos Gomez**