



## EFRA ANNUAL SECTION MEETING

5-6th of November 2022

Van der Valk Hotel, Brussels, Belgium

### Agenda 1:8 Buggy

**SATURDAY 5<sup>th</sup> of November 2022.**

#### 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	ZOOM MEETING	SECTION SUBSCR	EC A	EC B	EC ELECTRIC	EC +40	WC
AUSTRIA								
BELGIUM								
BULGARIA								
CROATIA								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GERMANY								
GREAT BRITAIN								
GREECE								
HUNGARY								
IRELAND								
ITALY								
MONACO								
NETHERLANDS								
NORWAY								
POLAND								
PORTUGAL								
SLOVAK REP.								
SPAIN								
SWEDEN								
SWITZERLAND								
TURKEY								
<b>TOTAL</b>								

**Allocations can be changed till January 21<sup>th</sup> 2023.**

Other persons present:

### 3. MINUTES OF 2021 SECTION MEETING

November 2021— Virtual AGM

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2021.

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

### 4. CORRESPONDENCE RECEIVED

Any correspondences from the 2022 season

### 5. CHAIRMAN'S REPORT

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

### 6. EC'S AND GP'S 2023 & 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
2024		EC A	France	La Motte Servolex
2024		EC A	Italy	Sacile
2024		EC A	Sweden	Furulund ?????
2024		EC B	Spain	Sax (Alicante)
2024		EC 40+	Germany	Fuchstal
2024		EC Electric	France	Gap
2024		EC Electric	Austria	Fehring
2024		EC Electric	Germany	Landshut
2024		EC Electric	Spain	Valladolid
2024		EC Electric	Portugal	Guarda - Maçainhas

#### Final Race calendar 2023 1/8<sup>th</sup> Off Road

Date	Status	Country	Venue
5-9 Sept 2023	EC A	Spain	Redovan
7-9 July 2023	EC B	France	Longvic
25-27 August 2023	EC 40+	Austria	Salsach (Styria)
9-11 June 2023	EC Electric	Netherlands	Utrecht

#### Future Race calendar Championships 2024

Year/Date	Alt. Date	Status	Country	Venue
July 2024		EC A		Special recommendation Sweden
June 2024		EC B		
Sept. 2024		EC 40+		
Sept. 2024		EC Electric		

Special recommendation was done for Sweden as possible host country for EC A in 2024.

As rule says, adjustments at allocations can be made without financial implications up to 21 January 2023. 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

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, 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.

### Proposal

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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

Such choice is for classes where the alternative selection among the 2 systems is possible, at 1/8 Buggy there is NO CHOICE, it is ALWAYS a Flying Start.

**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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## Current Rule

3.

### TRACK

Minimum Width: 4 metres

Minimum Length: 250 metres

### Proposal

### TRACK

Minimum **recommended** Width: 4 metres

Minimum Length: 250 metres

## Remarks

At certain countries were they use the EFRA handbook as "the bible" this measurement is causing problems with drivers trying to find if at certain chicane it measures only 3,95 and not 4,00 meters

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

## Proposal Status:

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

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## Current Rule

4.

### RACE PROCEDURES

Race procedures shall be as follows with the addition of the non contradictory rules of section 4 of Appendix 1 up to 4.9, basically part of 4.1 (mechanics position), rule 4.3 , rule 4.7.7 to 4.7.11 and rule 4.9 . It is forbidden to cut the track during the warm-up minutes unless otherwise advised and it is forbidden to overtake while the formation lap is on progress (if existing). It is not allowed to the mechanics go to or to come back from the starting grid when count down has started, penalty for that is a 10 seconds stop & go.

In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.....

## Proposal

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**For all finals & qualifying, drivers with the lowest starting numbers may choose their position on the rostrum (at qualifying to be chosen only 1 time previously to its start) and the mechanics must stand under the driver where this is possible or in the same order.** In case a race cannot be completed for whatever reason the final ranking will be made as follow:

Ranking of sub finals will be used up to the level where the last pair of sub finals A & B have been run.

Above that level, for the remaining drivers, the qualification ranking will be used.....

## Remarks

The choosing of driving positions on the rostrum was already clear for finals, but for qualifying after have been able to practice at different rostrum positions the drivers should be able to decide, in order, their preference to drive at Qualifying as well

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

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#### **Current 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).....

#### **Proposal**

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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 **with the sole exception for the Electric cars of its Motor, the Speedo and a Fan.**  
g) Wheel overall diameter must be between 109 and 120 mm. Wheel overall width 47 mm. maximum  
h) ...

#### **Remarks**

The other electronics present on the electric Brushless cars where not mentioned, omission to be solved

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

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#### **Proposal**

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#### Remarks

Now several manufacturers bring a lot of tires to races. Not all drivers have access to these tires. Drivers travelling to races need to bring a lot of tires to the race venue. This raises the price for participating in the race. Even if drivers attend warm-up race, the track might be prepared differently for the main race. Having a designated tire would bring racing closer as the pro drivers would not benefit from getting tires that are not available to others.

**Proposed by: AKK, Hakkamies Jukka**

**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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#### Current Rule

5.3.1.

Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the car.

The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.

EFRA's definition of a noise level is always final.

Only EFRA homologated mufflers published for the season are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

#### Proposal

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EFRA's definition of a noise level is always final.

Only EFRA homologated mufflers published for the season are allowed on EFRA sanctioned events. The EFRA homologation number must be **engraved/laser marked** on the sidewall of the muffler.

#### Remarks

Nowadays laser marked is the standard in the industry

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

**Proposal Status:**

**Seconded by: ..... ☐ Not Seconded**

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

## Current Rule

5.4.

### 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 EC's 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

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### Remarks

This is required if earlier tire ruling is passed.

**Proposed by: AKK, Hakkamies Jukka**

**Proposal Status:**

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

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## 8. ELECTION OF SECTION CHAIRMAN

Position up for election: Chairman Carlos Gomez is willing to re-stand.

FEPR: Joao Duraes

## 9. ANY OTHER BUSINESS

## 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