



EFRA ANNUAL GENERAL MEETING
HOTEL Mercure, Lyon
 France
 1st of November 2008

Minutes 1:8 IC Buggy

SATURDAY 1st OF NOVEMBER 2008.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

The Chairman opened the meeting at 14:15

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Russia, Slovenia, Hungary and Ireland

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Martin Krcal							
BELGIUM								
CROATIA								
CYPRUS								
CZECH REP.	Jan Kapicka							
DENMARK	Dan Larsen							
ESTONIA								
FINLAND								
FRANCE	Bernard Grubis							
GEORGIA								
GERMANY	Norbert Rasch							
GREAT BRITAIN	Kevin Griffin							
GREECE	John Doucakis							
HOLLAND								
HUNGARY								
IRELAND								
ITALY	Roberto Kairo							
LUXEMBOURG								
NORWAY	Goran Langsholt							
POLAND	Jacek Ochocimski							
PORTUGAL	MiguelFazenda							
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN	Alfonso Pineda							
SWEDEN	Caroline Idengren							
SWITZERLAND	Massimiliano Della Casa							
TURKEY								
TOTAL	14							

Other persons present: Mick Hill (Hon. EFRA Life Vice President), Jean-Luc Retornaz (Hon. EFRA Life Vice President), Janet Hill, Sue Griffin, Alex Fellner and Andy Krämer (LRP-Associate Member)

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3. MINUTES OF 2007 SECTION MEETING

3rd -4th of November 2007— Brussels, Belgium

Matters arising from the minutes:

None

The minutes were checked and accepted as written at the AGM 2007.

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

Kevin Griffin, BRCA

4. CORRESPONDENCE RECEIVED

See Chairman's report

5. CHAIRMAN'S REPORT

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

Regarding deposits the following voting has been done:

EFRA GP France OK for refunding

EFRA GP Greece no refunding

EFRA GP of Spain OK for refunding

EFRA EC B in France OK for refunding

EFRA EC A in Greece no refunding

IFMAR WC performance bonus refunding only 1000,- USD

IFMAR WC block deposit OK for refunding

6. PRESENTATIONS FOR APPLICATIONS EC 2009 AND GP'S 2009 & 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
12-14 June 2009		EURO B	Switzerland	Gland
7-11 July 2009		EURO A	Austria	Wolbling
May 2009	June 2009	GP	France	Circuit "Top Atlantique" ZA de Bel Air 29460 HANVEC
10-12 April 2009	8-10 May 2009	GP	Italy	Alberbello
29-30 Aug	5-6-sept	GP	Norway	Gettenyggen, Skien
2010				
18-20 June 2010		EC	Italy	Alberbello
July 2010	2011	EC-A	Germany	Sand am Main
July 2010	2011	EC-A	Norway	Skien
June 2010		EC- B	Spain	Circuito de Terradillos (Terradillos Track) Valladoid
July 2010	2011	EC-A	Spain	Club de Automodelismo RC de Orihuela Orihuela (Alicante)
July 2010		EC-A	Portugal	Magalhães Track - Guarda

It was voted on the Candidates for the EC in 2010.

Result: 1. Vote: Germany 25, Italy 20, Spain 22, Portugal 24,

2. Vote: Germany 6, Portugal 8

So the EC 2010 will be in Portugal.

The event will be with 180 drivers, Marshalling will be done by the Club and the Portugese Federation will support the event. The existing Facilities will be rebuild for this Event.

Final Race calendar 2009

Year/Date	Status	Country	Venue
10-11. April	IR	GB	Newport in Shropshire
8-10 May	GP	Austria	Woebling http://www.msv-woebling.at
12.-14. June	EC-B	Switzerland	Gland www.bcl.ch
7.-11. July	EC-A	Austria	Woebling http://www.msv-woebling.at
7.-9. Aug.	IR	Spain	Barcelona www.aecar.org
11.-13. Sept.	GP	Portugal	Magalhães Track - Guarda
2.-4. Oct.	IR	Germany	Leipzig fair www.messe-cup-leipzig.de
	GP	France	Hanvec

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
July 2010	July	EC-A	Portugal	Magainhas Track - Guarda
June 2010	June	EC-B	Spain	Circuito de Terradillos (Terradillos Track) Valladolid www.atvracing.net

7. ALLOCATIONS

The meeting decided on the following allocations:

COUNTRY	PRESENT	SECTION		ECB	ECB Rea	ECA	ECA Rea
		SUBSCR					
AUSTRIA				5	5	17	10
BELGIUM				7	10	2	
BULGARIA							
CROATIA							
CYPRUS				5		3	
CZECH REP.				12	4	12	6
DENMARK				0		3	
ESTONIA				6	11	1	
FINLAND				4		6	
FRANCE				17	9	15	3
GEORGIA							
GERMANY				17	12	14	8
GREAT BRITAIN				9	1	14	1
GREECE				0		6	
HOLLAND						2	
HUNGARY						3	
IRELAND						4	
ITALY				14	8	14	5
LUXEMBOURG							
NORWAY				0		8	
POLAND				9	7	6	7
PORTUGAL				1		8	9
ROMANIA							
RUSSIA				3		3	
SLOVAK REP.						2	
SLOVENIA							
SPAIN				6	2	14	2
SWEDEN				9	3	14	4
SWITZERLAND				20	6	9	
TURKEY							
TOTAL				144		180	

Allocations can be adjusted if needed up to 15th of December 2008.

8. RULE PROPOSALS

Existing Rule:

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 1.1. The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA AGM annually. Accommodations for at least 130 drivers must be available. If the number of entries exceed 130, the accommodation must be sufficient for all participants.

THE RULE SHOULD BE AMENDED TO READ

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 1.1 The first 20 drivers from the section ranking have automatically a allocated place for the next European Championship and World Championship if there is a WC in that year. Accommodations for at least 130 drivers must be available. If the number of entries exceed 130, the accommodation must be sufficient for all participants.

Remark: *Make the GP's more attractive, top drivers will visit more GP's, and give the GP's and European championship more value.*

Proposed by: *F.B.A Belgium*

Secoded by: Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 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	EC A	EC A+	EC35/40+
Days	<i>Fri./Sun.</i>	<i>Fri./Sun.</i>	<i>Mon./Sat.</i>	<i>Mon./Sat.</i>	<i>Fri./Sun.</i>
Min/MaxNb of drivers	120 max	120 max	130/150	150/180	80
	<i>The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.</i>				
Recommended Date	<i>2nd weekend of the month</i>	<i>2nd weekend June</i>	<i>2nd weekend July</i>	<i>2nd weekend July</i>	<i>2nd weekend August</i>
Compulsory License	<i>EFRA or National</i>	<i>EFRA</i>	<i>EFRA</i>	<i>EFRA</i>	<i>EFRA</i>
Allocation	NO	YES	YES	YES	NO
Restrictions	NO	See 1.5	NO	NO	>40 years old

- 1.2. *EC A+ with more than 150 drivers can only be allocated to organizers that have already organized a successful EC B or EC A in the precedent years.*

The National Federation must confirm the capacity of the organizer for an event with more than 150 drivers.

An EFRA GP must be organized on the venue in May the same year as the EC A+

- 1.3. *For allocation and re-allocation procedures see 3.6. and 6.2.*

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- 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
- 1.5. The 4WD European Championship for B Class drivers may be organized each year.
 Entries will not be allowed for drivers who have ranked in the first fifty (50) places of any preceding two (2) European Championships. (All classes).
- 1.6. Allocations lists with reallocations for EC A & B to be published on EFRA website: March 30th and May 30th each year.

REM: The EC 40+ if voted should be added in § 3.2.12 of General rules

Remark: It is necessary to raise safety limits, to guarantee drivers of a proper venue and organization.

Creating an EC 35/40+ will give that raising class of drivers a proper race to enjoy competition and will decrease the numerical pressure which exists on EC A and B.

This does not change the existence of the 40+ Final at EC A & B.

If EC 35/40+ would be voted, France is willing to organize the first one in 2009.

Proposed by FVRC, France

Seconded by: Spain Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

- 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	EC A	EC A+	
Days	Fri./Sun.	Fri./Sun.	Mon./Sat.	Mon./Sat.	
Min/MaxNb of drivers	120 max	120 max	130/150	150/180	
	The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.				
Recommended Date	2 nd weekend of the month	2 nd weekend June	2 nd weekend July	2 nd weekend July	
Compulsory License	EFRA or National	EFRA	EFRA	EFRA	
Allocation	NO	YES	YES	YES	
Restrictions	NO	See 1.5	NO	NO	

- 1.2. EC A+ with more than 150 drivers can only be allocated to federations that have already organized a successful EC B or EC A in the precedent years.

The National Federation must confirm the capacity of the organizer for an event with more than 150 drivers.

- 1.3. For allocation and re-allocation procedures see 3.6. and 6.2.

- 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

- 1.5. A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have ranked in the first fifty (50) places 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.

- 1.6. *Allocations lists with reallocations for EC A & B to be published on EFRA website: March 30th and May 30th each year.*

Proposed by FVRC, Section Chairman

Seconded by: BRCA Not Secoded

The proposal:

- Passed Unanimously Passed with 11 for, 2 against and 1 abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 1.4 A 4WD European Championship for B Class drivers may be organised each year. Entries will not be allowed for drivers who have ranked in the first fifty (50) places of the preceding two (2) 1/8th Off Road EC A Championships and to any driver who has ever take part on an EFRA European Championship A main final at any class of racing. To be run if possible the 2nd weekend of June.

Remark: The success of the Euro B is our of any doubt, fair racing demands average driving skills, the top drivers event is more alike to be the euros A.

Proposed by EFRA Section Chairman

Not Secoded

Seconded by:

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

Withdrawn

THE RULE SHOULD BE AMENDED TO READ

2. RACING FORMAT EUROPEAN CHAMPIONSHIPS AND G.P.

- 2.1 The GP and the European Championship for B class drivers will have the same format as specified in the following rules adapted to a 3 day event with only four (4) attempts at qualification, only two (2) to count, weather permitting. Entries will be limited to 120 drivers, special allowance can be given by the EFRA AGM Section Meeting up to a maximum figure of 144 drivers, and reseeding of the heats will only be done in case of clear necessity on the criteria of the R.D. and Referee.

At the GP held at the event intended to host the European Championships in the previous year and in the same year i.e. the warm up event, the full race program should be used and tested including the reseeding of heats after practice.

Remark: A.- The EFRA GP in front of an European Championship and the Euro B could be highly demanded to be run for drivers, if facilities allow it, lap counting and other circumstances, pit area, rostrum, etc allow it, the Section meeting can give an special allowance for heats on 12 cars and finals on 12 cars with 4 burn-ups.

B.- We are allocating events at our section meeting two years in advance, then we should not skip the possibility to really check one year in advance the venue and the skills of the organizing, then we can have a solution is standards are not meet, otherwise with only 2-3 months in front of the European championships we are without possible reaction.

Proposed by EFRA Section Chairman

Not Secoded

Seconded by: Spain

The proposal:

- Passed Unanimously Passed with 13 for, 1 against and 0 abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

4 RACE PROCEDURES

Race procedures shall be as for sections 2 & 3 & 4 - 1-8-scale-racing-cars (Appendix-1) adapted to the special characteristics of the off-road-section. of Appendix 1 up to § 4.5 included.

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.

	A	B	
Final	Not Raced	Not Raced	Ranking Qualifications
	Not Raced	Not Raced	
Sub Final N	Not Raced	Raced	Ranking Sub finals
		And void	
Sub Final N-1	Raced	Raced	
	Raced	Raced	
Sub Final N-x	Raced	Raced	

Parc Ferme:

....etc no changed

Remark: Sooner or later the problem will occur and the present rules do not say what to do in such a case.

Proposed by: FVRC, France

Secoded by: Denmark Not Secoded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

4 RACE PROCEDURES

Race procedures shall be as for sections 2 & 3 & 4 - 1-8-scale-racing-cars (Appendix-1) adapted to the special characteristics of the off-road-section. of Appendix 1 up to § 4.8 included.

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.

	A	B	
Final	Not Raced	Not Raced	Ranking Qualifications
	Not Raced	Not Raced	
Sub Final N	Not Raced	Raced	Ranking Sub finals
		And void	
Sub Final N-1	Raced	Raced	
	Raced	Raced	
Sub Final N-x	Raced	Raced	

Parc Ferme:

....etc no changed

Remark: Sooner or later the problem will occur and the present rules do not say what to do in such a case.

Proposed by FVRC, Section Chairman

Seconded by: Poland Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

5.1.e) Minimum weight is 3,200 kg for 4 WD and 2,5 kg for 2 WD cars

Remark: *There is not a car in the market that goes below that figure, the rule is the IFMAR standard for the whole world, producers need to have the more standardized rules as possible.*

Proposed by EFRA Section Chairman

Seconded by:Spain Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

5.1.g) Wheel overall diameter must be between 109 and 120 mm. Wheel overall width 47 mm. maximum.

Remark: *To go in line with technical specifications at other bodies, it will make life easier to producers and drivers.*

Proposed by EFRA Section Chairman

Seconded by: Italy Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

5.1.h) The car shall be measured for width by placing it on a flat base material equipped with two side rails of 120mm height. These shall be spaced 310mm apart and constructed in such a way that the car can roll freely between them. The base material must be constructed of high quality components suitably stiffened to prevent distortion. *The flat base shall be placed with an inclination of 20°.* The car must roll forward freely between the side rails with any steerable wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.

Remark: *To avoid misinterpretations an inclination must me indicated so the inspection is done in the same way for everyone. This inclination was agreed at last IFMAR event.*

Proposed by EFRA Section Chairman

Seconded by: Spain Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

withdrawn

At this stage of the meeting the Section Chairman considered it suitable to take consultancy with what is going on in the other I.c. Sections regarding the muffler subject. Then the EFRA Homologation Officer Mr. Sander de Graaf informed us that the expected outcome rule will be as follows:

2009 will be considered as a bridge Year and the mufflers allowed will be: those on the 3000-Series, some latest ones of the 2007 List (those producing less noise) and new ones which will be produced over the base of the muffler existing on the 2007 List modifying the tail end to make an extra silencer at this part of the muffler. In addition to that the design of the manifolds will be free.

Then the Section Chairman asked the meeting on a rule voted by the other section over those principals and the meeting decided unanimously to accept that line.

THE RULE SHOULD BE AMENDED TO READ

5.3. SILENCER

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

The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pas all 3 chambers. See enclosed design in appendix 8.

The shape of the exhaust pipe has to be of a straight revolved (rotated) type. Any other shape like oval, bend, or in any other form that is not reproducible by a lathe, is not allowed (this is to avoid manifolds welded to the muffler). The design of the separator between the 2nd and 3rd chamber is a simple disc with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, and should be positioned opposite the tailpipe. (Other dimensions see drawing). ~~No conical manifolds are allowed inlet and outlet of the manifold max 13mm, measured on the inside (12mm for 1/8th).~~ The maximum noise level for a muffler with INS box is 83 dBs, 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 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

Remark: *After the experience this year of the 3000 series of mufflers some changes are expected, the changes coming may not fit perfectly on the off road cars or might be non suitable at all, set of rules regarding mufflers must be included in the agenda to make a decision over an item subject expressly to be considered.*

The design of the manifolds and its limits might only leads to confusions and problems at Technical Inspection due to heat distortion.

Proposed by EFRA Section Chairman

Not Secoded

Secoded by:

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

Withdrawn

RULE 5.3.1

Following the clarification made for 1/8 IC Buggy:

.....
The EFRA Section Chairmen are entitled by Constitution to provide clarification of the rules.
The actual situation has come out due to the manifold dimensions.

The rule is simply: No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside.

The rule does not cover the design or shape of the tube part of the manifold. So that conclusion at this moment

is clear: That design is free complying with the condition "no conical manifolds".
To avoid conical manifolds the tube should have straight dimension and the endings of the tube must never have a conical shape.

This interpretation of the rule will only affect the 1/8th IC Off Road Section.

This is valid as per today 2nd July 2008
.....

It should be worded in 1/8 IC Tr, 1/8 IC Buggy and 1/10 IC Tr Sections, with the same appropriate words and explanatory drawings, by the respective Chairmen so that to keep the muffler and manifold rules in each section the same.

Remark: To avoid confusion for drivers and manufacturers.

Proposed by FVRC, France

Not Secoded

Secoded by:
The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

Withdrawn

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 2 § 5.3.1

Existing Rule:

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

The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pass all 3 chambers. See enclosed design in appendix 8.

The shape of the exhaust pipe has to be of a straight revolved (rotated) type. Any other shape like oval, or bend, or in any other form that is not reproducible by a lathe, is not allowed (this is to avoid manifolds welded to the muffler) The design of the separator between the 2nd and 3rd chamber is a simple disc with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, and should be positioned opposite the tailpipe. (Other dimensions see drawing) No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside (12mm for 1/10th). 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 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

Proposed rule to read

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

The muffler must be of a 3-chamber type. The shape of the exhaust pipe has to be of a straight revolved (rotated) type. Any other shape like oval, or bend, or in any other form that is not reproducible by a lathe, is not allowed (this is to avoid manifolds welded to the muffler)The design of the separator between the 2nd and 3rd chamber is a simple disc with only one flat part. 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 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

Remark: Go back to 2007 based rules for mufflers. See 1:8 track for detailed description of the reasons

Proposed by SBF, Sweden

Not Secoded

Secoded by:
The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

Withdrawn

9. ELECTION OF SECTION VICE CHAIRMAN

Alexander Fellner was elected unanimously.

10. ANY OTHER BUSINESS.

Next WC will be in the FMCA Block. Venues to be China or Thailand or Australia.

The section Chairman asked for Help to produce a list of magazines.

Number of "No Show" is increasing and that problem must be addressed by not only limiting the number of the entries of the following Year, but reducing the allocations.

11. ITEMS FOR GENERAL DISCUSSION.

- Truggy evolution:
The evolution of the truggy shows there is still some interests in that class, but not enough yet to create a class inside EFRA.
- Length of events
It is considered to be not a problem within this section.

The meeting was closed at 19:25