

Minutes 1:8 Off Road

SATURDAY 18th of November 2023.

1. CHAIRMAN'S WELCOME

Mr. Carlos Gomez

Meeting is opened at 13:37 with a warm welcome by the Section Chairman.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Bulgaria, Greece, Ireland Poland Slovak Republic, Netherlands, Finland and Norway.

Member Countries present, section subscription, allocations etc:

COUNTRY	PRESENT	Sect	EC A	EC B	EC ELEC	EC +40	WC
AUSTRIA	Wendler	1	24	6	7	15	1
BELGIUM	NO	1			8		
BULGARIA	Apologies	1	1	1			
CROATIA	NO	1					
CZECH REP.	NO	1					
DENMARK	Steen Jeffers	1	2	5	5	3	1
ESTONIA	NO	1					
FINLAND	NO	1	10		2	3	4
FRANCE	Jerome SARTEL	1	18	17	30	15	6
GERMANY	Andreas Lamers	1	18	9	24	35	
GREAT BRITAIN	Mark Rumble	1	12	16	6	12	5
GREECE	Apologies	1	2	1			
HUNGARY							
IRELAND	Apologies	1	2	1		9	1
ITALY	Vito GERACI	1	37	15	10	5	6
Luxemburg	NO						
MONACO	NO	1					
NETHERLANDS	NO	1	5	5	10	3	
NORWAY	Apologies	1	3	3	1		1
POLAND	Apologies	1	5	6	6	3	1
PORTUGAL	Joao Figueiredo	1	7	3	5		3
SLOVAK REP.	Apologies	1				1	
SLOVENIA	NO						
SPAIN	Alfonso Pineda	1	15	40	19		5
SWEDEN	Nils Lindbäck	1	14	2	5	25	5
SWITZERLAND	Erwin Degros	1	5	5	6	15	
TURKEY							
UKRAINE							
TOTAL	11	23	180	135	144	144	39

Allocations can be changed till January 21th 2024.

Other persons present: Ctrl RC Media.

3. MINUTES OF 2022 SECTION MEETING

AGM November 2022:

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2022.

The following people have been elected to check the minutes of this year: Mark Rumble & Nils Lindbäck.

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2022 season – Normal flow of emails.

5. CHAIRMAN'S REPORT

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

6. EC'S AND GP'S 2024 & successive

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, no other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
2025		EC B	Italy	Gussago
2025		EC A	Portugal	Barcelos
2025		EC 40+	Great Britain	Hertfordshire
2025		EC 40+	Spain	Valladolid
2025		EC Electric	Spain	Valladolid
2025		EC Electric	Austria	Fehring
2025		EC Electric	Portugal	Macainhas-Guarda
2025		EC Electric	France	Montpellier

Final Race calendar 2024 1/8th Off Road

Date	Status	Country	Venue
5-7 April 2024	W Cup IFMAR	Portugal	Macainhas-Guarda
7-9 June 2024	EC Electric	France	Montpellier
5-7 July 2024	EC B	Spain	Sax (Alicante)
23-27 July 2024	EC A	Italy	Sacile
30 Aug-1 Sep 2024	EC 40+	Germany	Fuchstal
8-14 Sep 2024	WC IFMAR	Brazil	Sao Paulo

Future Race calendar Championships 2025

Year/Date	Alt. Date	Status	Country	Venue
2025		EC A	Portugal	Barcelos
2025		EC B	Italy	Gussago
2025		EC 40+	Great Britain	HNMC Hertfordshire
2025		EC Electric	Spain	Valladolid
2026	Recommendation	EC Electric	Austria	Fehring

As rule says, adjustments at allocations can be made without financial implications up to 21 January 2024. 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.

APPENDIX 2 1/8th SCALE OFF ROAD CARS

The rule is new:

Proposal

To be added at the beginning of 5.7 the following sentence:

1/8th Offroad all European Championships should only use 16%EU.

Remarks

More simple for the organization club so they don't need to pay thousands of euros to local police and keep the fuel at the track.

Proposed by: SBF, Wahlström Niklas

Proposal Status:

Seconded by:BRCA.....

The proposal: o Passed with ..5.. for, ..3.. against and ...1. abstentions.

Current Rule

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 chart.

	GP	EC B	ECA/ ECA+	EC 40+	Electro 1/8
Days	Fri./Sun.	Fri./Sun.	Tue./Sat.	Fri./Sun.	Fri./Sun
Min/Max No of drivers	120/144 max	120/144 max	150/180	120/144	120/144 max
The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.					
Recommended Date	2nd weekend of the month	2nd weekend June	2nd weekend July	2nd weekend September	Late August or late September
Compulsory Registration	EFRA or National	EFRA	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	YES	
Restrictions	NO	See 1.5	NO	NO	NO

Proposal

The number of drivers and the National Allocations for the European Championships will be decided upon at the EFRA AGM annually according the following chart.

At the image change the timing of EC A of Wednesday to Sunday and then adapt the rest accordingly, change the name of 40+ to Masters40+ and then adapt the rest of the appendix accordingly.

Amended to: (in the above image) change the name of 40+ to Masters40+ and then adapt the rest of the appendix accordingly. Electric Allocations mandatory as well (YES).

Remarks

We need to finish all our events on Sunday, the different organizers have much more manpower at their disposal on Sunday, no need of pay leaves etc etc. All attendees liked the name of Masters.

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by:AMSCI...

Amendment seconded by DASU

The amended proposal: o Passed Unanimously

Current Rule

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The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.					
Recommended Date	2nd weekend of the month	2nd weekend June	2nd weekend July	2nd weekend September	Late August or late September
Compulsory Registration	EFRA or National	EFRA	EFRA	EFRA	EFRA
Allocation	NO	YES	YES	YES	
Restrictions	NO	See 1.5	NO	NO	NO

Proposal

There will not be a 1:8 Off-Road car European Championship event held in the same year as an IFMAR World Championship event held in Europe .

Remarks

Lower coast for the not sponsored drivers and not traveling to both events EC-A and W.C. This is for 1/8 A class and Elect Class

Proposed by: NOMAC, Houtman Raymond

Proposal Status:

Not Seconded

Current Rule

1.5.

A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first forty (50) places of any 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.

Proposal

A 4WD European Championship for B Class drivers may be organized each year. Entries will not be allowed for drivers who have already won that event or who have ranked in the first forty ~~(50)~~ (40) places of any 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 **in the last 15 years**. To be run if possible the 2nd weekend of June.

Remarks

Some ancient good drivers sometimes want to come back and enjoy international racing, normally at their own country, and they will not be contenders for the title, 15 years of rust spoil the driving skills, but not the passion.

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by:BRCA.....

The proposal: o Passed Unanimously

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.

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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b) Each driver should be entitled to a maximum of 5 attempts at qualification, weather permitting.

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Round 2: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3

Round 3: 8, 9, 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7

Round 4: 10, 11, 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9

Round 5: 12, 13, 14, 15, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11

f) When the first car finish its qualifying time then no other car is allowed to exit the pit lane after being served by the mechanics .

Remarks

The rule has been there during ages, most probably lost in one tyding up. It is common sense , if one or two cars can exit the pit lane after more than 5 minutes on the master clock , then those can force delays on a thigh race program, their result, after visiting the pit lane will never be good, only when a cars enters by mistake he can continue racing. More Important: to reshuffle the groups by packages of 24 drivers, 1-24 to groups 14 & 15, last 2 groups, 25-48 at groups 12 & 13 etc etc etc, being the lower quality one up to 36 drivers (groups 1-2-3)

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: .FEFRA.....

Current Rule

2.3.

TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order. On Tuesday there will be at least 5 rounds of practice, all of 5 minutes track time. On Wednesday before the start of the 2 rounds of Controlled Practice there will be a "track shake-down round" early in the morning, only the Wednesday controlled practice rounds will count for reseeding. These rounds will be of 10 minutes duration with the last 5 minutes timed. Announced as rule 2.2. if needed. Best 3 consecutive laps inside the whole 10 minutes or the complete last 5 minutes may be used for reseeding purposes. The selection of the reseeding system is done by the race director, the Timekeeper and the Referees and must be clearly advised before the start of practice. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie second point result will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top 36 drivers will be placed in the first 3 heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first 3 drivers take 1st place in the first 3 heat heats, next 3 in second place and so on. Use this system to include 144/180 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done either the afternoon immediately after the opening ceremony or early morning the next day.

Proposal

TIMED PRACTICE SYSTEM

a) The practice for drivers will only be run in the way of rounds in heat order. On Tuesday there will be at least 5 rounds of practice, all of **at least** 5 minutes track time. On Wednesday before the start of the 2 rounds of **Reseeding** there will be a "track shake-down round" early in the morning, only the Wednesday **Reseeding** rounds will count for reseeding. These rounds will be of 10 minutes duration with the last 5 minutes timed. Announced as rule 2.2. if needed. Best 3 consecutive laps inside the whole 10 minutes or the complete last 5 minutes may be used for reseeding purposes. The selection of the reseeding system is done by the race director, the Timekeeper and the Referees and must be clearly advised before the start of practice. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie second point result will be taken into account to solve the tie.

b) Reseeding: After timed practice and subject to frequencies and common sense the top **24** drivers will be placed in the **last 2** heats with correspondent number of each country up to a maximum of 5 drivers in each heat. The first **2** drivers take 1st place in the **last 2** heat heats, next **2** in second place and so on. Use this system to include 144/180 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done either the afternoon immediately after the opening ceremony or early morning the next day.

Remarks

Use common sense, if track is huge then 5 mins are too short, it is better to have 10 groups of 15 drivers and give those groups 7 minutes run... (when & where possible). As mentioned before, instead of top 36 to combine in new groups after reseeding we propose to make it in groups of 24 drivers, top 24 mixed, then 29 to 48 and the same up to the last package which might be of 3 heats.

The best are always going at the end of the qualifying groups, so first afternoon finals can be with drivers from groups 1-2-3.

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: ...SBF.....

The proposal: o Passed Unanimously

Current Rule

2.6

TIMETABLE

The timetable for E.C. shall be as follows: The Race Organiser should schedule all events for each day to be completed and the track closed by 18:30.

TUESDAY	A.M.	Registration & Technical Inspection + 1st, 2nd rounds Timed Practice (5 minutes)
	P.M.	3rd, 4th & 5th round Timed Practice (5 minutes)
WEDNESDAY	A.M.	Early in the morning shake-down round+ from 10:00 2 rounds Controlled Practice (10 minutes)
	P.M.	OPENING CEREMONY Reseeding of drivers from practice times. Top 36 in 1st 3 heats 37-72 in next 3 heats 73-108 in next 3 heats 109-144 in next 3 heats 145-180 in last 3 heats 1 round of timed practice to sort out problems
THURSDAY		3 rounds qualifying
FRIDAY	A.M.	2 rounds qualifying
	P.M.	1/8192 Finals A & B (A is run first) 1/4096 Finals A & B 1/2048 Finals A & B 1/1024 Finals A & B 1/512 Finals A & B 1/256 Finals A & B 1/128 Finals A & B
SATURDAY		1/64 Finals through to "A" Final Final to commence 15.30

Official Prize Giving ceremony to be held after Main Final at a time to be announced by the Organisers

Proposal

2.6.

TIMETABLE

The timetable for E.C. shall be as follows: The Race Organiser should schedule all events for each day to be completed and the track closed by 20:00.

Maximum daily activity at the track to be 12 hours.

TUESDAY	A.M.	Registration & Technical Inspection + 1st, 2nd rounds Timed Practice (5 minutes)
	P.M.	3rd, 4th & 5th round Timed Practice (5 minutes)
WEDNESDAY	A.M.	Early in the morning shake-down round+ from 10:00 2 Reseeding rounds (10 minutes)
	P.M.	OPENING CEREMONY Reseeding of drivers from Reseeding rounds points . Top 24 in last 2 heats 25-48 in next preceeding 2 heats 49-72 in next preceeding 2 heats 73-96 in next preceeding 2 heats 97-120 in next preceeding 2 heats 121-144 in next preceeding 2 heats 145-180 in first 3 heats 1 round of timed practice in the new reseed groups to sort out problems
THURSDAY		3 rounds qualifying
FRIDAY	A.M.	2 rounds qualifying
	P.M.	1/8192 Finals A & B (A is run first) 1/4096 Finals A & B 1/2048 Finals A & B 1/1024 Finals A & B 1/512 Finals A & B 1/256 Finals A & B 1/128 Finals A & B
SATURDAY		1/64 Finals through to "A" Final Final to commence 15.30

Official Prize Giving ceremony to be held after Main Final at a time to be announced by the Organisers.

Remarks

We held our European Championship events in Summer. At SUMMER daylight goes up to 21:00 & 22:00 in most of the European countries, it is a no sense that people who has travelled a lot to drive and compete are not allowed to do it so. We limit the amount of hours to avoid abuse, if track is open at 7 a.m. then it should be closed by 19:00 etc etc etc Also to incorporate the new 24 drivers group division after reseeding

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: ...SRCCA.....

The proposal: o Passed Unanimously

Current Rule

2.7.2.

TIMED PRACTICE SYSTEM a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of 10 minutes track time. Two last rounds of controlled practice will count for reseeding

These rounds will be of 10 minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie second point result will be taken into account to solve the tie. b) Reseeding: After timed practice and subject to frequencies and common sense the top 36 drivers will be place in the first 3 heats with equal number of each country up to a maximum of 5 drivers in each heat. The first 3 drivers take 1st place in the first 3 heats, next 3 in second place at each heat and so on. Use this system to include 120 drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning.

Proposal

TIMED PRACTICE SYSTEM a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of 10 minutes track time. Two last rounds of controlled practice will count for reseeding **and be named as Reseeding Round 1 & 2**. These rounds will be of 10 minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each **Reseeding Round**. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie **the best time and laps out of the counted** result will be taken into account to solve the tie. b) Reseeding: After timed practice and subject to frequencies and common sense the top **24** drivers will be place in the **last 2 heats** with equal number of each country up to a maximum of 5 drivers in each heat. The first **2** drivers take 1st place in the **last 2** heats, next **2** in second place at each heat and so on. Use this system to include **120/144** drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning.

Remarks

All tie breakers are done only with counted results, this was forgotten to be changed when we went for an uniform rule. Packages of 24 drivers, if needed last quality package might be of 36 drivers.

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Secoded by: ..BRCA.....

The proposal: o Passed Unanimously

Current Rule

2.7.2.

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Proposal

TIMED PRACTICE SYSTEM a) The practice for drivers will only be run in the way of rounds in heat order. On Friday there will be 5 rounds of practice, 1st, 2nd & 3rd of 5 minutes duration and a 4th and 5th of 10 minutes track time **if possible. The two (2) last rounds of controlled practice, (named as 4th & 5th previously) will count for reseeding and be known as Reseeding Round 1 & 2.** These rounds will be of 10 minutes duration. Results of the timed practices will be published (laps and times). Points will be awarded according to the result selected for reseeding in each **reseeding** round. The best single point result scored out of these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds. In event of a tie **the best time and laps out of the counted** result will be taken into account to solve the tie. b) Reseeding: After timed practice and subject to frequencies and common sense the top **24** drivers will be placed in the **last 2** heats with equal number of each country up to a maximum of 5 drivers in each heat. The first **2** drivers take 1st place in the **last 2** heats, next **2** in second place at each heat and so on. Use this system to include **120/144** drivers and avoid small teams being placed in the same heat. The sort out problems round after reseeding can be done alternatively Friday afternoon after the opening ceremony or early Saturday morning.

Remarks

Same rationale as rule before, change of the name of the reseeding rounds, no longer practice but Reseeding rounds 1 & 2

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: .SRCCA.....

The proposal: o Passed Unanimously

Current Rule

2.7.4.

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to 25 will be placed to B-final.

1-12 -> A-final
13-25 -> B-final
26-37 -> C-final
38-49 -> D-final
50-61 -> E-final
62-73 -> F-final
74-85 -> G-final

Finals will start with the last chance final for drivers qualified to B final.

All finalists entitled to a practice final except those at the B final that run the last chance final .

There will be 13 drivers and the fastest will bump up to A-final, 12th position on the grid. From there the finals will run from lower finals towards A-final. Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points. The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second best position will be compared. When some drivers of a final do not run a final, they will

be awarded the remaining points in the order of their car numbers. If final rounds are cancelled due to weather conditions, 1 out of 1 or 2 rounds is calculated.

Proposal

FINALS 12 fastest drivers will qualify for A-final.
Drivers placed from 13 to 25 will be placed to B-final.
1-12 -> A-final
13-25 -> B-final
26-37 -> C-final
38-49 -> D-final
50-61 -> E-final
62-73 -> F-final
74-85 -> G-final

Finals will start with the last chance final for drivers qualified to B final.

All finalists entitled to a practice final except those at the B final that run the last chance final .

There will be 13 drivers and the fastest will bump up to A-final, 12th position on the grid. From there the finals will run from lower finals towards A-final. Duration of finals will be 10 minutes. All finals are run 3 times, counting 2 fastest by points. The winner of a final gets 1 point; the second gets 2 points and so on up to 13 points for the 13th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. In the case of a continuing tie, then the times from the second best position will be compared. When some drivers of a final do not run a final, they will be awarded the remaining points in the order of their car numbers. If final rounds are cancelled due to weather conditions **or unforeseen circumstances**, 1 out of 1 or 2 rounds is calculated. **Only at FINAL A: 200 seconds (3,33 minutes) of time-out up to 30 seconds to the start, only for mechanical problems and only once time and the driver asking for time will be placed last on the starting grid at all the remaining A finals.**

Remarks

Time out at electric A Main finals: 3 mins and 20 seconds, 1/3 of the ordinary 10 minutes.

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by:BRCA.....

Amended FFVRC to this new proposed wording:

If final rounds are cancelled due to weather conditions **or unforeseen circumstances**, 1 out of 1 or 1 out of 2 rounds is calculated.

Only at FINAL A: 240 seconds (4 minutes) of time-out to be requested up to 30 seconds to the start, only for mechanical problems (to be verified by the race director) and only one time per leg and the driver asking for time will be placed last on the starting grid at that A final leg. The other cars must remain at parc ferme (as indicated by the race director). The remaining cars are allowed to be switched off only.

Seconded AECAR

The amended proposal: o Passed Unanimously

Current Rule

4.

RACE PROCEDURES

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As long as the starter has not called the cars to the start line (30 seconds to the start call), every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi final and main final. The track shall be closed to all cars during the delay period. The driver that asked for the delay has to start last from the startgrid (11th or 13th position). At the Chart, the one raced and void must be the A side, first column (we always race A first).

Proposal

RACE PROCEDURES

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As long as the starter has not called the cars to the start line (30 seconds to the start call), every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi final and main final. The track shall be **open** to all cars during the delay period. The driver that asked for the delay has to start last from the startgrid (11th or 13th position). At the Chart, the one raced and void must be the A side, first column (we always race A first).

Remarks

We need to have uniform rules, at 1/8 On Road the track is open, In the old times track was closed if it was due to electronic problems and open if mechanical problems. There are no longer crystals and frequency changes so there is no need to close the track. It is up to every single driver to decide if he practice and broke his car without any possibility to ask for a delay... Even more , the driver who has asked can try his material...

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status: Withdraw

Current Rule

4.1.

The track for a European Championship MUST be either new or repaired new before the day it is open for practice. Whether the track is a new track made for the event or an existing track it can not be open to drivers for practice before the day the official practice is scheduled. The National Federation and the organising Club must forbid any use of this track 4 weeks before the event.

Proposal

The track for a European Championship MUST be either **newly built** or repaired **to a 50% new layout** before the day it is open for **the main event** practice. Whether the track is a new track made for the event or an existing track it can not be open to drivers for practice before the day the official practice is scheduled. The National Federation and the organising Club must forbid any use of this track 4 weeks before the event. **One car may be run by the event organisers for a maximum of 20 minutes, to prove the suitability of the new lay-out.**

Remarks

To promote fairness for all at these events and to ensure that there is a continued popularity for these events for years to come, without a drop in numbers due to the expense of pre-race practicing to remain competitive at the main event.

Proposed by: BRCA, Rumble Mark

Proposal Status:

Seconded by: .OFMAV.

The proposal: o Passed with ..5.. for, ..1.. against and ..1.. abstentions.

Current Rule

5.5.

WINGS

.....

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

Proposal

WINGS

.....

- The wing and the side dams must be made out of flexible material, **no carbon fiber**, with angles rounded.

Remarks

Obvious clarification

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by: ...BRCA....

The proposal: o Passed Unanimously

Current Rule

5.8.3.

TRANSMISSION AND DRIVE:

- Single speed transmissions only
- 4WD

Proposal

TRANSMISSION AND DRIVE:

- Single speed transmissions only
- 4WD
- **No reverse mode allowed.**

Remarks

obvious...

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by:OFMAV.....

The proposal: o Passed Unanimously

Current Rule

5.8.4.

BODYSHELLS

Body Style: The body has to be able to carry the EFRA Numbers at the front and both sides as high as possible.

The body has to have a real car shape.

Body shell holes/vents: Only 9 holes with a maximum diameter of 10 mm and one hole for the antenna are allowed. Windows are not allowed to be removed.

All Gears must be covered from above.

Proposal

BODYSHELLS

Body Style: The body has to be able to carry the EFRA Numbers at the front and both sides as high as possible , **the wing sidedam plates are also a valid place for side numbers** . The body has to have a real car shape.

Body shell holes/vents: **2 non limited body mounting holes and only 9 ventilation** holes with a maximum diameter of 10 mm and one **small** hole for the antenna are allowed. Windows are not allowed to be removed.

All Gears **and connectors** must be covered from above.

Remarks

The side numbers are now going usually at the side dams now.

The body mounting holes are suffering from flexibility and those are not ventilation holes. All sensible material protected and not only the gears...

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status: Seconded AECAR

Amended by BRCA to :

Body Style: The body has to be able to carry the EFRA Numbers at the front and both sides as high as possible, **the wing sidedams plates are also a valid place for side numbers**. The body has to have a real car shape.
Body shell holes/vents: **Only 9 ventilation** holes with a maximum diameter of 10 mm, the **body mounting holes** and one **small** hole for the antenna are allowed. Windows are not allowed to be removed.
All Gears **and connectors** must be covered from above.

Seconded by: ...AECAR.....
The proposal with the : o Passed Unanimously

Current Rule

5.8.5.

SPECIAL ELECTRIC SAFETY RULES

At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be protected by the chassis or body.

Maximum voltage before any run 16:80 v before the start of the run.

Proposal

SPECIAL ELECTRIC SAFETY RULES

At Technical inspection it will be checked that no battery shows any deformity or manipulation. Batteries have to be **firmly attached and** protected by the chassis or body.

Maximum voltage before any run 16:80 v before the start of the run.

Remarks

Safety comes first.

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Seconded by:BRCA.....

The proposal: o Passed Unanimously

Current Rule

7.

TROPHIES

The organizer must furnish, at least, the following trophies for the prize giving ceremony:

- Appropriate trophy for positions 1-2-3 at the 3 standard classifications, Absolute final, under 17 final and over 40 final.
- Trophy for the winner of each other electric final. - Trophy for positions 4-13 of the Absolute final classification.
- TQ Trophy, to be presented after classification is completed and returned for the final ceremony.
- 3 pairs of plates for the Mechanics of positions 1-2-3 of the Absolute final classification EC A and EC B.
- 3 set of 5 plates to the Nations Cup positions 1-2-3.EC A and EC B
- 1 Trophy for the manufacturer of the winner car at the EFRA EC A
- 1 Trophy for the manufacturer of the winner engine at the EFRA EC A
- 1 Trophy for the manufacturer of the winner tires at the EFRA EC A

Proposal

TROPHIES

The organizer must furnish, at least, the following trophies for the prize giving ceremony:

- Appropriate trophy for positions 1-2-3 at the **4** standard classifications, Absolute final, **Female results**, under 17 final and over 40 final.
- Trophy for the winner of each other electric final. - Trophy for positions 4-13 of the Absolute final classification.
- TQ Trophy, to be presented after classification is completed ~~-and returned for the final ceremony-~~.
- 3 pairs of plates for the Mechanics of positions 1-2-3 of the Absolute final classification EC A and EC B.
- 3 set of 5 plates to the Nations Cup positions 1-2-3.EC A and EC B
- 1 Trophy for the manufacturer of the winner car at the EFRA EC A

- 1 Trophy for the manufacturer of the winner engine at the EFRA EC A
- 1 Trophy for the manufacturer of the winner tires at the EFRA EC A

Remarks

A .- To include a separate set of prizes for a female podium. B.- To let the TQ retain his/her Trophy, it has no real meaning at the Final ceremony.

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Secoded by:DASU.....

The proposal: o Passed Unanimously

Current Rule

The Rule is new

Proposal

8 . - EFRA Ranking list 1/8 Buggy: A general classification shall be published at the end of the racing season . The sum of the 4 best results in points of the last 3 seasons to be the final score of each driver. Points shall be given as follows: Last EC A 100 % value, year before EC A: 50 % value, Last WC event 100 % value, precedent WC 50 % value .

EUROPEAN CHAMPIONSHIP A 300 280 260 240 220 210 200 190 180 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 5 13 12 11 10 9 8 7 6 5 4 3 3 3 3 3 3 3 3 3 2 2 2 2 2 2 2 (1 for places greater than 140)

WORLD CHAMPIONSHIP 500 450 400 350 320 290 260 230 200 170 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 4 4 4 4 4 4 4 3 3 3 3 3 3 3 3 3 2 2 2 2 2 2 2 (1 for places greater than 140)

Remarks

We have removed the Ranking from the general rules, so we need it in our rules, when we race enough electric events we will apply the rule to those as well .

Proposed by: RCMS, Gomez Ambrosio Carlos

Proposal Status:

Secoded by:BRCA.....

The proposal: o Passed Unanimously

8. ELECTION OF SECTION CHAIRMAN

Position up for election: Vice Chairman Alex Fellner is willing to re-stand.

Nominated by FEPRA: Javier Llobregat ,

After voting Mr. ALEX FELLNER is elected.

9. ANY OTHER BUSINESS

FOLLOWING THE REJECTION AT GENERAL RULES OF THE NON PARTICIPATION AT 3RD LEG TO THE OFFICIAL WINNER OF LEGS 1 & 2, THE SECTION WANT TO INCLUDE THAT PRECISE RULE **at the end of 2.7.4** UNDER ITS ELECTRIC RACING RULES.

The wording is: For any Class that has rules that decides the Champion at EC or GP events by running multiple 'A' (Main) Finals, then when the Champion for the event has been declared, this driver will not take part in any further Finals that are to be run. This only applies to 'A' (Main) Finals.

PROPOSED BY BRCA

SECONDED FFVRC
UNANIMOUSLY PASSED

10. ITEMS FOR GENERAL DISCUSSION.

Unique point:

Designated Tyre for the Masters+40 2024.

After a long and succesfull discussion the following was the decision made by the Section:

It must be a complete controlled wheel (Profile, compound, insert and universal rim) Pre-glued to be purchased track-side.

There will be a minimum of 3 and a maxiumum of 4 sets to be purchased per Driver all to be marked with the entry number of the driver. Plus an additional set to be available for purchase per extra final level of racing.

In the event of an exhibition final an extra set may be purchased for this if desired.

In the unlikely event of a product failure, a replacement will be made available underneath the rostrum.

EFRA will be working with the organiser and manufacturers to ensure the best value product is chosen for this event.

No rain tyre. Same product must be used all over the event.

EFRA will designate the package before 1st April 2024

D MAXIMUM 4, PLUS 1 PER EACH FINAL LEVEL OF RACING.

Marked WITH THE NUMBER OF THE DRIVER...

efra WILL DESIGNATE THE TYRE BEFORE THE 31 MARCH 2024

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 18:00