



EFRA ANNUAL GENERAL MEETING
HOTEL Sofitel, Brussel.
Belgium
3rd to 4th of November 2007

Agenda 1:8 IC Track

SATURDAY 3rd OF NOVEMBER 2007.

The meeting will start in the afternoon, see general agenda.

1. CHAIRMAN'S WELCOME Mr. Sander de Graaf

Incoming letters in relation to this AGM section meeting.

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA								
BELGIUM								
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LUXEMBOURG								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
TOTAL								

Other persons present:

3. MINUTES OF 2006 SECTION MEETING

November 2006— Brussels, Belgium

Matters arising from the minutes:

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2007 season.....

5. CHAIRMAN'S REPORT

See separate report, to be handed over at AGM, or already send out before AGM.

6. PRESENTATIONS FOR APPLICATIONS EC 2009 AND GP'S 2008

The section has received the following applications to host coming EFRA events in. 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
2008	August	EC40+ and 235mm	Holland	Mach Heemstede
2008	June	GP 1:8	Holland	Real'80, Groningen
2009		EC-B	Holland	Real'80, Groningen
2009		EC-B	Spain	Club ARCA, Alcobendas (Madrid)
2009		EC40+ and 235mm	Spain	Club ARCA, Alcobendas (Madrid)
2008	19/20 april	GP 1:8	Belgium	Roeselaere, Belgium
2008	June	GP 1:8	Switzerland	Lostallo, Switzerland
2009		WC 1:8	Switzerland	Lostallo, Switzerland

Final Race calendar 2008

Year/Date	Alt. Date	Status	Country	Venue
26/27 jul 2008		EC-A	Belgium	Roeselaere, Belgium
24-25 may 2008		EC-B	Austria	Kirchberg

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2009		WC		

7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda. Also this year we have seen to many "No Showes". Somehow this number "No Showes" will be taken into account for the next EC's and WC's. The Section Chairman will work out a proposal for next year.

8. RULE PROPOSALS

EFRA AGM 2007 - RULE PROPOSALS

Page: of:

SECTION:

RULE No:

The proposed rule... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

5.3 Overall dimensions

The maximum width of the body shell is 267mm **measured** on top of the wing ~~and stiffners in the side of the body is not allowed~~. Body stiffners are allowed

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

Remark *In order to get the sense of the proposal please add a small remark*

The change of the above rule at EFRA AGM 2006 did create of a lot of innovative solutions from racers but it could be questioned if those innovations are appropriate from a safety aspect. A number of implementations used metal rods from chassi towards the side of the body. In case a car get airborne there are more parts which can injure marshals, spectators, race officials and other people.

EFRA AGM 2007 - RULE PROPOSALS

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SECTION:

RULE No:

The proposed rule... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

Overall dimensions:

Wheel base: 270.00-330.00 mm

Overall width max.: 267.00 mm, measured on top of the wing and on top of the sides.

The lower sides will not be taken into account for technical inspection as long as they are not wider as 277mm. If the body is wider as 277 mm on the lower sides the technical inspection has the right to take action with a first warning and when in second case with disqualification from the result. For all finals bodies must first pass technical inspection for verification and first warning is not applicable.

Remark *In order to get the sense of the proposal please add a small remark*

Delete rule concerning the body stiffeners. We have seen some nice solutions but this was not the intention. The interpretation of some countries was also not clear, because some felt that even tape inside was to be considered as a stiffener. We have to be aware that the body is flexible and when using stiffeners they will always be wider as 267mm. This is not only due to the stiffeners, but also due to the material, transportation etc.

The width of the body on the lower sides will no be taken into account for technical inspection as long as the body is EFRA approved, not wider than 267mm measured on top of the rear wing.
However everybody should take precaution and not make the body deliberately wider as necessary. If the body is wider as 277 mm on the lower sides the technical inspection has the right to take action.

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

EFRA AGM 2007 - RULE PROPOSALS

Page: 1 of 1

SECTION: 1:8 Track Appendix 1

RULE No: 5.4

The proposed rule... ...is New

...should be: deleted amended

PROPOSED BY: Sweden

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

5.18 Tyres
Max width: 64.00mm
Tyres must be black except writing on sidewalls.
Treatment of the tyres with additives is prohibited

Remark *In order to get the sense of the proposal please add a small remark*

During the 2007 season there are some suspicions that additives has been used (especially at rain races). With this amendment this will not be legal. Also, this makes the tyre rule the same as the other Nitro track classes (1:10NT and 1:10IC).

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

EFRA AGM 2007 - RULE PROPOSALS

Page: 1 of 1

SECTION: 1:8 Track Appendix 1

RULE No: 5.18 Wings and spoilers

The proposed rule... ...is New

...should be: deleted amended

PROPOSED BY: Sweden

The exact wording of the proposal from our Federation is:
The deleted section, or amendments are highlighted in bold, cursive text)

5.18 Wings and Spoilers

.....
1) Group "C", GT-P cars
Max height: ~~460~~**170** mm (incl. added parts)

.....
2) GT-1/GT-2 cars
Max height: ~~450~~ **170**mm

Remark *In order to get the sense of the proposal please add a small remark*

Set the max height to 170mm for all body types

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

EFRA AGM 2007 - RULE PROPOSALS

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of:

SECTION: 1:8th track

RULE No: 5.18

The proposed rule... ...is New

...should be: deleted amended

PROPOSED BY: EFRA Section Chairman

The exact wording of the proposal from our Federation is:
The deleted section, or amendments are highlighted in bold, cursive text)

New wording 5.18.3

Overall width of body and spoiler max 267mm (measured on top).

Wings/spoiler, whether build into the body or separate, they must have an angle of minimum 30 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm. Any added aerodynamic aids must have a chord of no more than 77 mm. All measurements for the wing height will be taken with the chassis grounded with a 10 mm spacer.

Overall height including gurney strip max 180mm, measured with 10mm spacer

The following differences from the original are allowed;

Side dams on the model after the rear axle may not be higher than 50 mm.

Side dams from the front axle till the rear axle may have the following dimensions;

From front axle over the first 150mm, not higher than 10mm and not more than 25mm over the next 100mm.

Behind the driver the body may be adapted to suit fuel tank. Driver may be moved slightly to the front or to the left or right to avoid conflicts with tank.

Driver may not be cut because of fuel tank opening.

No cut-outs in rear spoiler to get less down-force.

Remark *In order to get the sense of the proposal please add a small remark*

Shape of the sportscar prototype body and change to height of 180mm, which is also proposed to IFMAR. To avoid slotcar type of bodies the sports car / proto type body must have the following measurements.

Seconded by: Not Seconded

The proposal:

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

EFRA AGM 2007 - RULE PROPOSALS

Page: of:

SECTION:

RULE No:

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

Rewording

Fuel may contain, methanol, oil, nitro methane and a small content of preservers which are used to avoid corrosion.

Remark *In order to get the sense of the proposal please add a small remark*

To avoid any "legal" problems with fuel this small change has to be included, since all fuels contain something more than the prescribed Methanol, nitro and oil.

Seconded by: Not Seconded

The proposal:

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

EFRA AGM 2007 - RULE PROPOSALS

Page: of:

SECTION:

RULE No:

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

EC40+(1:8th) and 235mm in 1/10th remain open EC classes.

Remark *In order to get the sense of the proposal please add a small remark*

Last year at the General meeting it was more or less changed due to 1:12th to make it a normal EC, but that does not work in these class(es)

Seconded by: Not Seconded

The proposal:

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

EFRA AGM 2007 - RULE PROPOSALS

Page: of:

SECTION:

RULE No:

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

2.9 Marshalls for EC's and GP's are not compulsory. During the Qualifying the drivers **or their mechanics** must marshal the heat following their own. The first heat will be marshalled by the drivers **or their mechanics** of the last heat. ...
Failure to marshal (**delete: or provide a competent substitute**) will result in the loss of the driver's best qualifying time if qualifying by fastest time is in operation. The loss of the points score will be the result if qualifying is by the round by round system. (**delete: A substitute marshal is only allowed if the driver is phisically disabled and must be notified by the Race Director.**)
The organiser must provide a marshal for any unfilled position i.e. previous heat, **or experienced volunteers (drivers, mechanics) can take the unfilled positions.**

Remark *In order to get the sense of the proposal please add a small remark*

As we all know also mechanics not only drivers often complain about marshalling. And we can avoid problems regarding marshalling if we include also mechanics.
The best example was at the EC in Tolmin. Jernej Vuga had a strong stomach pains (I am sure because he was under big pressure in front of his home public) and he was really not able to go to his marshalling position. So his girl friend (and at the same time his mechanic) Ana went to take Jernej's position. As soon as one of team managers saw this he allready wanted to make a protest...
In such cases there is quite no time (among heats or finals) for a driver to find a substitute and for a team manager to inform and ask a Race director for a permission...

Seconded by: Not Seconded

The proposal:

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

EFRA AGM 2007 - RULE PROPOSALS

Page: of:

SECTION:

RULE No:

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

For Le Mans type of starts, 10 numbered boxes will be located on the edge of the track, at an angle of 20-45 degrees to the track, minimum 5 mtr. Apart. The boxes must be 70-100 cm long and 30-40 cm wide.

Remark *In order to get the sense of the proposal please add a small remark*

To avoid problems with car crashing in the first corner.

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

EFRA AGM 2007 - RULE PROPOSALS

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of:

SECTION: 1:8 Track

RULE No: Appendix 1, §3.16

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY: Norwegian Motorsport Federation

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

There must be a gap of minimum 5 mtr apart the boxes.

Remark *In order to get the sense of the proposal please add a small remark*

To avoid problems with car crashing in the first corner. Mark: this is a proposal to include this one sentence into the already existing rule.

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

EFRA AGM 2007 - RULE PROPOSALS

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of:

SECTION: 1:8 IC track / 1:10th track
1:8th Off-Road

RULE No: Appendix 1, rule 5.7 and
appendix 8, rule 1.1 and Appendix
2, rule 5.3 and Appendix 7 rule 5.8

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY: EFRA committee

The exact wording of the proposal from our Federation is:

The deleted section, or amendments are highlighted in bold, cursive text)

New wording:

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

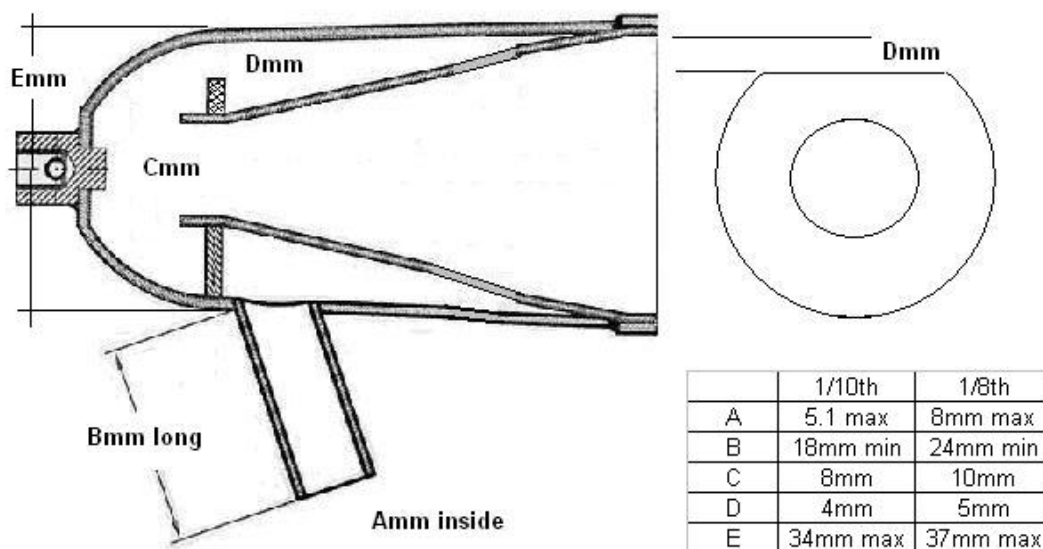
The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pass all 3 chambers. See enclosed design in appendix 8

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

The design of the separator between the 2nd and 3rd chamber is a simple washer with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, with a maximum in square mm's of ????

No conical manifolds are allowed, inlet and outlet of the manifold max 13mm. 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. The proposal, if accepted at the EFRA AGM will be effective for 1:8 IC track as from March 1st 2008, 1:8 Off-Road as from May 31st 2008 and for 1:10th IC track as from December 31st 2008.



No holes permitted in the first cone. All gasses must pass the 3 chambers.

This proposal is supported by the EFRA Committee

Remark *In order to get the sense of the proposal please add a small remark*

Unfortunately due the better motor performances we need to adjust the specifications of the mufflers.

At the moment we are well over 87 dB's for a single car, even with the 9901 and a modern motor we make to much noise now.

The existing 3-chamber muffler is now for about 6 years on the marked and the specs need to be reviewed.

Without changing the specification the noise will even be bigger next year and this will have its effects on the permits for some tracks. It also has no sense to wait another year although it is a technical change. The majority of manufacturers is capable of producing a new muffler within 10 weeks and they are aware of this change already for more than one year. So the new rule needs to go in on January 2008.

This concerns all three IC classes, 1:8th on road, 1/8th off-road and 1:10th IC track. Also in 1:10th the noise has gone up the last couple of years due to far more horsepower. The proposal, if accepted at the EFRA AGM will be effective for 1:8 IC track as from March 1st 2008, 1:8 Off-Road as from May 31st 2008 and for 1:10th IC track as from December 31st 2008. We cannot loose another year, since the noise level is very important for the future of a large number of tracks in Europe. The same proposal has been forwarded to IFMAR for their meeting in October, because it is not only a "European" problem. If **approved** at the IFMAR meeting we have made a good step forward in bringing the noise level at an

Seconded by:

Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

EFRA AGM 2007 - RULE PROPOSALS

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SECTION:

RULE No:

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:
The deleted section, or amendments are highlighted in bold, cursive text)

Delete the muffler with EFRA number 2013 in the EFRA Approved muffler list and drawings

Remark *In order to get the sense of the proposal please add a small remark*

[This muffler make a lot more noise than other mufflers.](#)

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

EFRA AGM 2007 - RULE PROPOSALS

Page: of:

SECTION:

RULE No:

The proposed rule.... ...is New

...should be: deleted amended

PROPOSED BY:

The exact wording of the proposal from our Federation is:
The deleted section, or amendments are highlighted in bold, cursive text)

1) For IC: Fix 2 types of rain tire (one slick rubber type, and one full wet tire, but both types need to be rtr). An off set which works for all cars needs to be chosen.

Remark *In order to get the sense of the proposal please add a small remark*

- Fix rain tires for any EC IC on road

Reasons:

- 1) In regards to IC: Anything is allowed, which makes race to lottery and give advantages to the one who has most rain tires or home track knowledge. And only adds cost for racers from sunny countries, or countries where is not raced in case of rain.
- 2) Decrease cost for racers
- 3) Adds competition in regards to setup
- 4) Equalizes driver performance

Seconded by:

Not Seconded

The proposal:

- Passed Unanimously** **Passed with** for,
- Rejected with** for,
- Amended**

9. ELECTION OF SECTION CHAIRMAN.

Mr. Franky Noens as Vice Section Chairman

10. ANY OTHER BUSINESS,

11. ITEMS FOR GENERAL DISCUSSION.