



**EFRA ANNUAL GENERAL MEETING**  
HOTEL Holiday Inn, Brussels  
Belgium  
31st of October to 1st of November 2009

**Minutes 1:10 IC Track** rev 1

**SATURDAY 31st of October 2009.**

The meeting started at: 14h00

**1. CHAIRMAN'S WELCOME** Mr Franky Noens

The 1:10 IC Track Section Chairman opened the meeting at 14h00

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Poland,

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Michael Selner		8		4		1	
BELGIUM	Meynckens Erik		3		2		1	
BULGARIA	Vladimir Kostadinova							
CROATIA	N							
CZECH REP.	N		9					
DENMARK	Erik Skou				4			
ESTONIA	N				1			
FINLAND	N				8			
FRANCE	Bertrand Philippe		10		7		5	
GEORGIA	N							
GERMANY	Birgit Debert		24		12		7	
GREAT BRITAIN	Bob Harley		5		8		6	
GREECE	John Doucakis		1					
HOLLAND	Ruben D'arco		10		8		1	
HUNGARY	N		2					
IRELAND	N							
ITALY	Pafundi Alessandro		10		15		5	
LITHUANIA	N							
LUXEMBOURG	Mersch Jeff							
MONACO	Comoglo Claudio							
NORWAY	Georg Ellingen				16		3	
POLAND	N		3					
PORTUGAL	Cesar Coelho				2			
ROMANIA	N							
RUSSIA	N							
SLOVAK REP.	N				2		3	
SLOVENIA	N		1		1		1	
SPAIN	Javier Llobregat		5		10		2	
SWEDEN	Caroline Idengren				21		2	
SWITZERLAND	Moretti Giacomo		22		1			
TOTAL			113		122		37	

Other persons present:

### 3. MINUTES OF 2008 SECTION MEETING

1<sup>th</sup> -2<sup>th</sup> of November 2008— Lyon, France

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2008.

### 4. CORRESPONDENCE RECEIVED

### 5. CHAIRMAN'S REPORT

See enclosed report what was send prior to the meeting....

### 6. PRESENTATIONS FOR APPLICATIONS EC 2011 AND GP'S 2010

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.

Alt. Date	Status	Country	Venue
24/25 April	GP	France	<b>Mini Auto Herrlisheim - (MAH).</b> Circuit de la Moder Zone Industrielle <b>HERRLISHEIM.</b>
19/20 June	GP	Germany	MC Ettlingen
6/7 Mars	Pre Worlds	USA	
18/19 Sept	GP	Italy	Mesero
	EC-B	Holland	Cruquiusweg 43 Heemstede
	EC- A	Germany	MC Ettlingen

#### Final Race calendar 2010

Year/Date	Alt. Date	Status	Country	Venue
6/7 Mars 2010		Warm Up Worlds	USA	Houston - Texas
24/25 April 2010		GP	France	Herrlisheim
14/15/16 May 2010		EC B	Switzerland	Lostallo
19/20 June 2010		GP	Germany	Ettlingen
22-31 July 2010		Worlds	USA	Houston - Texas
August 20/21/22 2010		EC A	Sweden	Goteburg
18/19 Sept		GP	Italy	Mesero

#### Future Race calendar Championships 2011

Year/Date	Alt. Date	Status	Country	Venue
2011		EC A	Germany	Ettlingen
2011		EC B	Holland	Heemstede

## 7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda

## 8. 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.**

**THE RULE SHOULD BE AMENDED TO READ**

### Appendix 7 2.8

**Existing Rule:** During qualifying heats only 1 mechanic is allowed in the pitlane. During subfinals and final 2 mechanics are allowed

**Proposal:** During qualifying heats **only 2 mechanics is** allowed in the pitlane. During subfinals and final 2 mechanics are allowed

**Remark :** Now the seven(7) minutes heats are more similar to the subfinals. The mechanic must bring a lot of material in the pitlane

**Proposed by: EFRA Section Chairman**

Seconded by: Portugal

Not Seconded The proposal:

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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**THE RULE SHOULD BE AMENDED TO READ**

### Appendix 7 4.1

**Existing Rule:** (see also General Rule Procedures Chapter 8) The arrangements of the heats finals and the numbering is left to the discretion of the organiser, with the faster drivers (A-license) running in the last heats.

**Proposal:** (see also General Rule Procedures Chapter 8) The arrangements of the heats finals and the numbering **will be defined with the best 3 consecutive laps of the Driver that he make in the controlled practice** is left to the discretion of the organiser, with the faster drivers ( **only** A-license) running in the last heats.

**Remark:** Need to find a definite way to settle the heats

**Proposed by: EFRA Section Chairman**

**Seconded by:**  Not Seconded

**Withdrawn**

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**THE RULE SHOULD BE AMENDED TO READ**

### Appendix 7

**Existing rule: 4.4. 1** All qualifying runs and finals are run by "time plus next lap" system. Qualifying heats are 7 minutes duration.

**Remark:** The 5 minutes was a typing error from last year. See rule 2.4

**Proposed by: EFRA Section chairman**

Seconded by: BRCA

Not Seconded The proposal:

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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**THE RULE is new.**

**Appendix 7 4.8.8**

The use of a personal transponder is mandatory during the whole event ( starting from free practice till the main final)

**Remark:** 95% of the drivers are using personal transponders. There is only a small group of factory drivers that think they have a problem and always ask for a club transponder. This years WC in Lostallo we have seen it is possible to solve it and it takes a lot of work from the organizer. Also lap times can be monitored from day 1.

*Proposed by: EFRA Section chairman*

**Seconded by: BRCA**       **Not Seconded**

The proposal:

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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**THE RULE SHOULD BE AMENDED TO READ**

**Appendix 7**

**Existing rule: 5.4.** The fuel tank including filter and fuel pipes up to the carburettor, may hold a maximum of 75.00ml. No loose inserts allowed.

**Any tank found illegal (>75.00ml) after a heat ore final shall be removed from the car and inspected for a second time after an initial “ cool down period” of 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20° C.**

**Remark:** Same rule 1/8 and IFMAR.

*Proposed by: EFRA Section chairman*

**Seconded by: Monaco**

The proposal:

Passed Unanimously  Passed with ...17... for, ...0... against and ...1... abstentions.

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**THE RULE SHOULD BE AMENDED TO READ**

**Existing rule: 5.6.** Tyres/Rims. Tyres must be black, except for writing on the side walls, Foam and/or rubber tyres can be used. Treatment of the tyres with additives is prohibited. **Any violation with tyre treatment will means 5 years of disqualification from any EFRA and IFMAR event.**

*Proposed by: EFRA Section chairman*

**Seconded by: Monaco**

**Not Seconded**

The proposal:

Passed Unanimously  Passed with ...15... for, ...2... against and ..... abstentions.

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**THE RULE SHOULD BE AMENDED TO READ**

**Existing rule: 5.11.** Bodies must be a.....This EFRA number has to be embossed in the body **at a edge of the windscreen**

**Remark:** The right upper edge was in conflict with IFMAR section rule 5.11 This number must moulded in at the lower edge of the windscreen.

*Proposed by: EFRA Section chairman*

**Seconded by: Switzerland**  **Not Seconded**

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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**THE RULE SHOULD BE AMENDED TO READ**

**5.13.** The body and spoiler must be made of a flexible material and be painted properly. All windows must remain clear or be semi-transparent

**Remark:** *That the number must be embossed and where stay already in rule 5.11*

**Proposed by: EFRA Section chairman**

**Seconded by: Belgium**  Not Seconded

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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**THE RULE SHOULD BE AMENDED TO READ**

**Existing rule: 5.16.** Cut outs. Only de following holes and sizes are permitted in the body shells/ One (1) cooling hole may be cut in the front windscreen with a maximum diameter of **60,00** mm...

**Remark:** *IFMAR RULES SAYS: 5.15 Only the following openings and sizes are permitted in the body shells. Only one opening may be made in the front screen with a maximum dimension of 60mm in any direction not intruding into the roof or bonnet  
SO EFRA SHOULD ALSO HAVE THE SAME DIMENSION FOR THIS CUT OUT (HOLE) FOR COOLING*

**Proposed by: AECAR SPAIN**

**Seconded by: Norway**  Not Seconded

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

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**GENERAL ITEM**

The intention is to review the international events. Due to the fact that the number of drivers participating to GP is not so big we want to propose the following changes.

- A) International race with EFRA sanction
- B) European championship B
- C) European championship A

For International race nothing change

The EFRA EU A will be open to all the drivers.

**The European championship A will be organized trough the Efra GP and EFRA licence is mandatory**

The number of GP events valid for the title of European champion will be 4 and 3 will be retained valid.

After the qualification heats the drivers from 1 to 38 will part of the "TOP DRIVERS" from the 39 to the 114 will be part of the "MAIN DRIVERS".

The number max of drivers will be 114. The allocation will be defined with similar criteria than the current EU A.

For the awarding points the table used will be the same than the European Championship. The drivers into the list TOP DRIVERS will have the awarding points from 1 to 38.

The winner and the following drivers of the MAIN DRIVERS will start from the awarding point 39 to 114.

The composition of the TOP DRIVER will use the same criteria than now Best 4 qualification heat, 2 +2 semifinal A and B plus the two best time)

The composition for the main final will be using the best 3 drivers coming from semifinal A and B that means 6 drivers the rest 4 drivers will be selected based on the best time mixing the results of the two semifinals.

We report below the timing diagram for the event format.

**The EFRA EU B will be forbidden to the following drivers.**

- Finalist to the last 3 years EU B all categories
- Finalist to the last 3 years EU A all categories
- Finalist of the last 3 years WC all categories
- EFRA A licensed all categories including the finalist of the EU of the other categories (electric, 1/5 Off road, etc..)

**Top Driver**

45 min.	4+ 2A+2B+2 best		Main final
	4		
20 min.	7	7	1/2FA
20 min.	10	10	1/2FB

**Main Driver**

30 min.	3A+3B+AB7,8,9,1		Main Final
	0		
20 min	7	7	1/2F
15 min	7	7	1/4F
15 min	7	7	1/8F
15 min	7	7	1/16F
15 min	10	10	1/32F

**Final composition**

Main Drivers 76

Total Drivers 114

Top Drivers 34

Sunday	16.15	Awards	
	15.15	Top Driver	Final
	14.30	Main Driver	Final
	13.30	Top Driver	1/2 F
		Practice 20 min.	4 Direkt Top Driver
	13.00	pausa	
	12.00-13.00		
	11.00	Main Driver	1/2 F
	10.15	Main Driver	1/4 F
	09.30	Main Driver	1/8 F
Saturday	17.05	Top Driver	1/4 F
	16.25	Main Driver	1/16 F
	15.45	Main Driver	1/32 F
	4Q	13.00-15.00	

	3Q	10.00-12.00
Friday	2Q	15.00-17.00
	1Q	13.00-15.00
Control Partice		10.00-12.00
Registration		08.30-09.30

**Proposed by: FMM MONACO**

**Secoded by:**  **Not Secoded**

**Withdrawn and discussed at the 1/8 scale meeting.**

## 9. ELECTION OF SECTION CHAIRMAN.

Candidate for re-election: Franky Noens  
 Other candidates: Romain Fournery  
 Mister Franky Noens is re-elected

## 10. ANY OTHER BUSINESS

## 11. ITEMS FOR GENERAL DISCUSSION.

1) The noise level is down with the INS Box but we still over the 83DB  
 We have seen to many differences between the noise levels, simply because to many "things" influence the noise level.

Motor A with muffler A can have a good level, but motor B and muffler C can make more noise, because motor B was designed to work with muffler B. So besides the homologation process we will have measurement on the track to take out those that are making more noise than the average. It will be difficult in the beginning, but it is the only possibility to keep the noise at a good level.

2) To be discussed for 2011.

Split in Euro's, separation pro / amateur and stricter rules for EC-B.

This is already one of the topics of the last year, shorter events for the manufacturers. Here you see a proposal for a 6 day event with about 150 drivers, 50 drivers in the Pro Section for 3 days and 100 drivers in the Amateur class for 6 days. Pro drivers could be the top 30 from the EFRA ranking + the top of the amateurs (previous year) + a number of wildcards. By choosing for such a system you have the possibility to make stricter rules for the B-EC and make that a real amateur race without any back-up from the manufacturer. In this way you can create Pro/Expert for the August event and Amateurs for the B event in May.

combined pro/amateur event, 3 qualifying rounds 50 pro and 100 amateurs, 3 rounds of Qualifying							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
amateur	practice	practice	practice	Qual	Qual finals	finals	travel back
pro				praticce Qual	Qual finals	finals	travel back

3 day event for pro

6 days event for amateurs

3) Limit on number of engines in 2011, same rules like IFMAR. To make racing more equal for everybody it will be good to adapt the 3 engine rule from IFMAR. The idea is to implement this rules in 2011.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 16h30