



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

Agenda 1:8 IC Track

SATURDAY 31st of October 2009.

The meeting started at 16.57 hours after the 1/10th scale section meeting.

1. CHAIRMAN'S WELCOME Mr Sander de Graaf

Everybody attending the meeting was welcomed and asked to sign the attendance sheet.

2. APOLOGIES FOR ABSENCE

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

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Micheael Selner		2		3			
BELGIUM	Erik Meijnckens		3		6			
BULGARIA	Vladimir Kostadinov				1			
CROATIA								
CZECH REP.								
DENMARK	Erik Skou							
ESTONIA								
FINLAND								
FRANCE	Philippe Bertrand		12		10			
GEORGIA								
GERMANY	Birgit Debert		15		18			
GREAT BRITAIN	Dave Waters		6		6			
GREECE								
HOLLAND	Roelof Tooms		15		3			
HUNGARY								
IRELAND			2		1			
ITALY	Alessandro Pafundi		15		30			
LITHUANIA								
LUXEMBOURG	Jeff Mersch							
MONACO	Claudio Comoglio		8		6			
NORWAY	Georg Ellingen							
POLAND			6					
PORTUGAL	Cesar Coelho				2			
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA			3		3			
SPAIN					8			
SWEDEN	Caroline Idengren				4			
SWITZERLAND	Giacomo Moretti		18		5			
TURKEY								
TOTAL			105		106			

Other persons present:

3. MINUTES OF 2008 SECTION MEETING

1 and 2th of November 2008— Lyon, France

Matters arising from the minutes: No matters arising

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

Seconded by: Monaco **Not Seconded**

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

4. CORRESPONDENCE RECEIVED

No specific correspondence received regarding this meeting !!.....

5. CHAIRMAN'S REPORT

See report that was sent out 4 days prior to the meeting. In the report you find the results of the races from 2009, the ranking and some general information.

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, no other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
30.04.- 02.05		WarmUp	Austria	Niederösterreichring in Sollenau Blumauerstr. 2601 Sollenau Austria
March 2010 4 th week	April 2010 4 th week	GP	France	Grand Toulouse Blagnac Racing Car - (GTBC). Centre de loisirs de la Ramée Allée Pierre Bordes 31 170 TOURNEFEUILLE.
April 2010	May 2010	GP	Italy	Fiorano (MO)
2010		GP	Germany	AMC Hildesheim
2010		GP	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA
June (any date is ok)	August (any date is ok)	GP	Holland	Kanaal Zuid 134 Apeldoorn
July 2010		EC A	Italy	Locorotondo
06.07.- 11.07.		EC 40+	Austria	Niederösterreichring in Sollenau Blumauerstr. 2601 Sollenau Austria

3 – 5 September 2010	11-13 September 2010	International race GP	Switzerland	Lostallo
2011				
MAY 2011	MAY 2012	EC. B WITHDRAWN	France	ModelClub Thionvillois - (MCT). Rue du Couronné Rond Point de Cormontaigne 57 100 THONVILLE.
2011	2012	EC 40+	France	Radio Commande Car Lyonnais- (RCCL). Mini Circuit Paul Ricard Lieu dit „Ja Rivoire“ LENTILLY
2011		EC 40+	Germany	WMC Wiesbaden e.V.
2011		EC B	Germany	AMC Hildesheim
2011		EC 40+	Switzerland	Lostallo
19.-24.7.2011		EC A	Luxembourg	Mini Circuit « Ville de Luxembourg »
2011 July	2012 July	EC A	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA 266 m ideal-length (57m straight) 4 - 5 m width
2011		EC A	Portugal	Vila Real

Final Race calendar 2010

Year/Date	Alt. Date	Status	Country	Venue
3-4 July		EC-A	Italy	Locorotondo
29-30 May		EC-B	Monaco	Monaco/La Turbie
14-15 August		EC40+	Austria	Sollenau
10-12 April		GP Italy	Italy	Fiorano
28-28 August		GP Germany	Germany	Hildesheim
12-13 June		GP Holland	Holland	Apeldoorn
20-21 March		Int. race Warm-up	Italy	Locorotondo
4-5 Sept.		Int. race Lostallo	Switzerland	Lostallo

Future Race calendar Championships 2011

Year/Date	Alt. Date	Status	Country	Venue
2011		EC-A	Luxembourg	Vile de Luxembourg
2011		EC-B	Germany	Hildesheim

2011		EC40+	Germany	Wiesbaden
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7. ALLOCATIONS

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

8. RULE PROPOSALS

THE RULE SHOULD BE AMENDED TO READ

Appendix 1 2.8

Existing Rule: During qualifying heats only 1 mechanic is allowed in the pit lane. During sub finals and final 2 mechanics are allowed

Proposal: During qualifying heats ~~only 2 mechanics is~~ allowed in the pit lane. During sub finals and final 2 mechanics are allowed

Proposed by: AMSCI ITALY

Seconded by: Sweden

Not Seconded

Passed with 2... against and3.. Abstentions, rest in favour.

THE RULE SHOULD BE AMENDED TO READ

Appendix 1 2.8

Existing Rule: d) European Championship 1:8 track 40+/235mm 1:10th (open) EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older. EC 1:10th 235mm (this last Class will be open to drivers between "10 and 70")

Proposal: d) European Championship 1:8 track 40+ and 200mm IC track 40+.Open to all drivers of 40 years, including those who become 40 that year and older. ~~EC 1:10th 235mm (this last Class will be open to drivers between "10 and 70")~~

Proposed by: EFRA section Chairman

Seconded by: **Not Seconded**

This rule should have been put into the 1/10th scale proposals. It was agreed to run 200mm IC touringcars as an unofficial class, just to see how many drivers have interest (same as classic). After the race the 1/10th section chairman and Mr. Bob Harley will make sure a proposal for the next AGM will be forwarded for the 1/10th section meeting

THE RULE SHOULD BE AMENDED TO READ

Appendix 1 4

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 3 consecutive laps of the Driver will 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.

Proposed by: AMSCI ITALY

Seconded by: CH **Not Seconded**

Amended to :

The arrangements of the heats and the numbering **will be defined with the best result of 3 consecutive laps of the Driver, made during 2 controlled practice runs with the A-drivers still running in the last 3 heats.**

Seconded by: GB 1 abstentions, rest in favour Passed

THE RULE SHOULD BE AMENDED TO READ

Existing rule: 5.4. 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 mean 5 years of disqualification from any EFRA and IFMAR event.**

Proposed by: EFRA Section chairman

Seconded by: Portugal Not Seconded 1 abstention, rest in favour Passed

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 1 5.18

Existing rule: 5.18. Maximum dimensions: 1) Group "C", GT-P cars max. width: 267.00 mm max. height: 170.00 mm (inc. added parts) with 10mm spacer under the chassis etc...

Proposal: *Maximum dimensions: 1) Group "C", GT-P cars max. width: 267.00 mm max. height: **160.00 mm** (inc. added parts) with 10mm spacer under the chassis. Etc.*

Change all height to 160mm starting January 2011 from Group C, GTP, GT1/GT2 and Proto type Can Am

Proposed by: Section Chairman

Seconded by: DK Not Seconded 1 abstention, rest in favour Passed

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 1 5.18

Existing rule: 5.18. Wings and Spoilers
Whether build into the body or separate, they must have an angle of minimum 35 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 77mm. All measurements for the wing height will be taken with the chassis grounded with a 10mm spacer. ...

Proposal: 5.18. Wings and Spoilers
Whether build into the body or separate, they must have an angle of minimum 35 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 77mm. ~~All measurements for the wing height will be taken with the chassis grounded with a 10mm spacer.~~
Maximum height for the body, side and rear wing is 170mm with the chassis raised on 10mm blocs. This maximum height is excluding the Gurney strip, but including it in case of a separate wing. The maximum overhang is 100mm measured from the rear axle center point.

Proposed by: SRCCA SWITZERLAND

Seconded by: Belgium Not Seconded 2 abstention, rest in favour Passed

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 1 5.22

Existing rule: 5.22 The minimum weight limit of the cars: 2500 grams for 4 WD cars, 2400 grams for 2 WD cars. The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder. (personal or with battery) The...

Proposal: 5.22. The minimum weight limit of the cars: 2500 grams for 4 WD cars, **2300** grams for 2 WD cars. The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder. (personal or with battery) The...

Remark: *During the EC 40+ the last couple of years we have a group of 10 Flat chassis drivers also competing. The weight in the French rules for flat chassis is also 2300 grams*

Proposed by: EFRA Section chairman

Seconded by: Monaco **Not Seconded** **2 abstention, 1 against** **Passed**

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 through 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 semi-final A and B plus the two best time)

The composition for the main final will be using the best 3 drivers coming from semi-final 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 semi-finals.

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 0		Main Final
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
	13.00	Practice 20 min.	4 Direkt Top Driver
	12.00-13.00	pausa	
	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

WITHDRAWN, used for discussion, will be forwarded to the working group

THE RULE is new.

Appendix 1 4.8.8

The use of a personal transponder is mandatory.

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: England

Not Seconded

Unanimously passed

10. ANY OTHER BUSINESS,

Holland (Roelof Tooms) wants to see clear list which INS box can be used for what class.

Holland also want to see the INS box numbered.

11. ITEMS FOR GENERAL DISCUSSION.

1) New mufflers in 2011. Although up till now I did not see many proto types, I am confident we will have a good muffler available in 2010. I know several companies are working on the goal to achieve a good noise level. However the homologation process will alter. 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.

Do not forget this is more or less already happening in Electric where it is possible that you will be DQ after the race because your homologated battery is simply to big and not complying to the rules.

Section Chairman will chase the manufacturers for solutions

2) Nitro limit to 16% in 2012. for the next WC in 2011 we will still be running on 25%, but in 2010 we will propose the 16% limit to be valid for 2012 and on.

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.

4) To be dicussed for 2011 or 2012.

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 July 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				praticice Qual	Qual finals	finals	travel back

3 day event for pro

6 days event for amateurs

12. Meeting closed.

The meeting was closed at 19.05 hours and the Section Chairman thanked all participants for a constructive meeting,

