



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels
Belgium
6-7th of November 2010

Agenda 1:10 IC Track

SATURDAY 6th of November 2010.

The meeting started at:

1. CHAIRMAN'S WELCOME Mr Franky Noens

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

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								
BULGARIA								
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LITHUANIA								
LUXEMBOURG								
MONACO								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								

TURKEY								
TOTAL								

Other persons present:

3. MINUTES OF 2009 SECTION MEETING

31th of October-1st of November 2009— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2009.

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

See enclosed report what was handed out to the meeting....

6. PRESENTATIONS FOR APPLICATIONS EC 2012 AND GP'S 2011

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
2011 Mai 21 - 22	2011 June	GP	Czech Rep	AUTO-BAYER ARENA Slavkov u Brna/Austerlitz CZECH REPUBLIC
May 2011	June 2011	GP	Italy	Riccione
06/2011	07/2011	GP	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie
2011		EC 40+	Germany	WMC Wiesbaden e.V.
2011		EC-A	Germany	MC Ettlingen
2012				
2012 Mai 25-29	2012 Mai	EC“B“	Czech Rep	AUTO-BAYER ARENA Slavkov u Brna/Austerlitz CZECH REPUBLIC
05/2012	05/2012	EC B	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie
June 2012	July 2012	EC B	Great Britain	Halifax Yorkshire
June 2012	2013	EC. 40+	France	radio commande car lyonnais- (RCCL). Mini Circuit Paul Ricard Lieu dit „la Rivoire“ D 70 Route de Polionnay 69 210 LENTILLY.
August 2012		EC 40+	Croatia	Track Mini autodrom “Ayrton Senna” Zagreb, Č- Truhelke bb
2012 August		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
2012		EC-A	Italy	Cassino
2012		EC- B	Italy	Mesero
2012		EC-A	Switzerland	Lostallo - Switzerland
2013 August		EC“A“	Czech Rep	AUTO-BAYER ARENA Slavkov u Brna/Austerlitz CZECH REPUBLIC

Final Race calendar 2011

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

Future Race calendar Championships 2012

Year/Date	Alt. Date	Status	Country	Venue

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.

APPENDIX 7 1/10TH 200 MM SCALE IGNITION TRACK CARS

THE RULE IS NEW:

2.1.

Existing Rule:

European Championships are held in the following class:

a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Then dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal.

b) The allocated dates of the EC may be exchanged by simple majority vote at the AGM in the years that a world championship is being held. Allocations and re-allocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.

c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organised during that year.

d) A European Championship for 1/10th IC 200mm B drivers may be organised each year. To be run if possible the first weekend of May.

Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year.

Winner B-EC will retain A-license for 3 years. Other finalists from B-EC are excluded for 1 year to run the next B-EC.

e) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

European Champion B-drivers will retain "A" licence for the next 3 years

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats. Winner B -EC will retain A-license for 3 years.

Proposal:

2.1 f)

At the Over 40's Euros to let a class of the new 220mm cars race as a back up class to the meeting.

Remarks:

To help boost the numbers, same as the flat pan cars do.

Proposed by BRCA

Seconded by: o Not
Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule:

European Championships are held in the following class:

a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal.

b) The allocated dates of the EC may be exchanged by simple majority vote at the AGM in the years that a world championship is being held. Allocations and re-allocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.

c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organised during that year.

d) A European Championship for 1/10th IC 200mm B drivers may be organised each year. To be run if possible the first weekend of May.

Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year.

Winner B-EC will retain A-license for 3 years . Other finalists from B-EC are excluded for 1 year to run the next B-EC.

e) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

European Champion B-drivers will retain "A" licence for the next 3 years

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats. Winner B -EC will retain A-license for 3 years .

Proposal:

2.1.d.

Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes 1/8 Scale IC Track, Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year.

2.1.e

e) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

Remarks:

2.1.d: add 1/8 Scale IC Track

2.1.3 delete two sets, it is written in 2.1.d.

**Proposed by
DMC**

**Seconded by: Not
Seconded**

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule:

European Championships are held in the following class:

a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal.

b) The allocated dates of the EC may be exchanged by simple majority vote at the AGM in the years that a world championship is being held. Allocations and re-allocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.

c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organised during that year.

d) A European Championship for 1/10th IC 200mm B drivers may be organised each year. To be run if possible the first weekend of May.

Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year.

Winner B-EC will retain A-license for 3 years . Other finalists from B-EC are excluded for 1 year to run the next B-EC.

e) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

European Champion B-drivers will retain "A" licence for the next 3 years

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats. Winner B -EC will retain A-license for 3 years .

Proposal:

European Championships are held in the following class:

a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal.

b) The allocated dates of the EC may be exchanged by simple majority vote at the AGM in the years that a world championship is being held. Allocations and re-allocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.

c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organised during that year.

d) A European Championship for 1/10th IC 200mm B drivers may be organised each year. To be run if possible the first weekend of May.

Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year.

Winner B-EC will retain A-license for 3 years . Other finalists from B-EC are excluded for 1 year to run the next B-EC.

*****European Championship 1/10th track 200mm 40+

EC 40+ 1/10th 200mm open to all drivers of 40 years, including those who become 40 that year and older.

Race is organised together with the 1/8 track 40+

e) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

European Champion B-drivers will retain "A" licence for the next 3 years

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in

different heats. Winner B -EC will retain A-license for 3 years .

Remarks:

EC 40+ 1/10th IC Track

Proposed by EFRA

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule:

General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. With everybody qualifying for Christmas tree sub finals and 1-4 qualifying directly to final, depending on time available at Saturday all finals higher than 1/64 will be shorter than 20 minutes (for instances 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

Proposal:

General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. With everybody qualifying for Christmas tree sub finals and NO drivers qualifying directly to the main final, depending on time available at Saturday all finals higher than 1/64 will be shorter than 20 minutes (for instances 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

Remarks:

This proposal is based on the fact that is too unfair that 40% of the final grid is defined from the best 5 minutes of each driver and the other 60% have to make 20 minutes to deserve a place in the main final. This propose allow that all drivers present in the main final, have proved that they all deserved to be driving the 45 minutes of the final, in fact this is a resistance race and not a sprinter race.

Proposed by FEPR

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

Time schedule. The time schedule should not be rigid but adapted to the number of entrants, as a guideline at EC with 120 or more entrants the schedule should be as follows:

Monday-Thursday	Free or controlled practice.
Thursday & Friday	Technical inspection.
Friday	Controlled practice and 1st series of qualifying in the afternoon.
Saturday	Round 2 till 4, lower finals till 1/64.
Sunday	1/32 finals upwards, practice main final direct qualifiers minimum 10 minutes, maximum 20 minutes between 1/8 and 1/4 final; 1/2 finals final.

The race director should configure the heats based on the EC form last year. The heats shall contain a maximum of 10 drivers. These practice heats will be of 10 minutes duration. The schedule of all practice heats including each practice heat starting time will be carried out by the organization of the event and it should be given tot the team managers & published for general knowledge.

Proposal:

Monday - Wednesday: free or controlled practice Wednesday & thursday: technical inspection
Thursday: controlled practice an 1st series of qualifying in the afternoon.
Friday: Round 2 till 4, lower finals till 1/64.
Saturday: 1/32 upwards, practice main final direct qualifiers min. 10 minutes - max. 20 minutes between 1/8 and 1/4 final; 1/2 final, final.

Remarks:

**Proposed by
DMC**

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

**o Rejected with for, against and abstentions. o
Amended**

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

Time schedule. The time schedule should not be rigid but adapted to the number of entrants, as a guideline at EC with 120 or more entrants the schedule should be as follows:

Monday-Thursday	Free or controlled practice.
Thursday & Friday	Technical inspection.
Friday	Controlled practice and 1st series of qualifying in the afternoon.
Saturday	Round 2 till 4, lower finals till 1/64.
Sunday	1/32 finals upwards, practice main final direct qualifiers minimum 10 minutes, maximum 20 minutes between 1/8 and ¼ final; ½ finals final.

The race director should configure the heats based on the EC form last year. The heats shall contain a maximum of 10 drivers. These practice heats will be of 10 minutes duration. The schedule of all practice heats including each practice heat starting time will be carried out by the organization of the event and it should be given tot the team managers & published for general knowledge.

Proposal:

Time schedule. The time schedule should not be rigid but adapted to the number of entrants, as a guideline at EC with 120 or more entrants the schedule should be as follows:

Monday-Thursday Free or controlled practice.
Thursday & Friday Technical inspection. *** All cars must past technical inspection before controlled practice*****
Friday Controlled practice and 1st series of qualifying in the afternoon.
Saturday Round 2 till 4, lower finals till 1/64.
Sunday 1/32 finals upwards, practice main final direct qualifiers minimum 10 minutes, maximum 20 minutes between 1/8 and ¼ final; ½ finals final.

The race director should configure the heats based on the EC form last year. The heats shall contain a maximum of 10 drivers. These practice heats will be of 10 minutes duration. The schedule of all practice heats including each practice heat starting time will be carried out by the organization of the event and it should be given tot the team managers & published for general knowledge.

Remarks:

think clear enough

Proposed by EFRA

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

**o Rejected with for, against and abstentions. o
Amended**

THE RULE SHOULD BE AMENDED TO READ:

2.6.

Existing Rule:

General sub-finals and final formats for EC and GP: the sub-finals are 20 minutes up till 1/64 finals. Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the final is 45 minutes, the best 3 of each sub-final move up to the next final. Following the semi-finals, the best 2 of each semi-final move up to the final, plus the best 2 remaining drivers from the 2 semi-finals combined. When racing conditions are wet in the 2 semi-finals, the best 3 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 5 and the number 1 from the B-final who gets the number 6 etc. Sub-final B even is the first final to start on the Saturday afternoon.

After the first semi final the first five cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Proposal:

General sub-finals and final formats for EC and GP: the sub-finals are 20 minutes up till 1/64 finals. Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the final is 45 minutes.

Sub-finals: The best 3 of each sub-final move up to the next final.
Semi-finals, the best 4 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined. When racing conditions are wet in the 2 semi-finals, the best 5 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc. Sub-final B even is the first final to start on the Saturday afternoon.
After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Remarks: This rule is a consequence of the proposal to the rule 2.4.

Proposed by FEPR

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

**o Rejected with for, against and abstentions. o
Amended**

THE RULE SHOULD BE AMENDED TO READ:

2.8.

Existing Rule: During qualifying heats 2 mechanics are allowed in the pit lane. During sub-finals and finals, 2 mechanics are allowed.

Proposal: During the race 2 (two) mechanics are allowed in the pitlane.

Remarks:

**Proposed by
DMC**

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

**o Rejected with for, against and abstentions. o
Amended**

3.16.

Existing Rule: Formula 1 Grid start. The grid will be painted on the track, preferable on the straight. The invitations should specify that the formula 1 start will be used. Two rows of numbered boxes will be located on the track with approx. 1.5-2 mtr. space between each row. One side number 1, 3, 5, etc; on the other side 2, 4, 6, etc.

Proposal:

Remarks: To danger for mechanics

Proposed by EFRA

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

**o Rejected with for, against and abstentions. o
Amended**

THE RULE SHOULD BE AMENDED TO READ:

4.2.

Existing Rule: Starting procedure of heats. Starting for qualifying heats will be from the start line using staggered start one by one in the following order:
Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Round 2: 4, 5, 6, 7, 8, 9, 10, 1, 2, 3
Round 3: 7, 8,, 9, 10, 1, 2, 3, 4, 5, 6
Round 4: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Proposal: Starting procedure of heats. If, the number of heats differ from 10, or if the event is planned with more/less rounds, a sequence following this general scheme has to be used.
Round 1: 1,2,3,4,5,6,7,8,9,10
Round 2: 4,5,6,7,8,9,10,1,2,3
Round 3: 7,8,9,10,1,2,3,4,5,6
Round 4: 10,9,8,7,6,5,4,3,2,1
Starting for qualifying heats will be from the start line using staggered start one by one applying the same sequence above.

Remarks: This proposal is based on the fact that, for example, in the 1/10 200mm European championship there was intermittent rain all days and the heats number 1 until 4 had 3 dry heats and the remaining heats only had 1 dry heat. With this procedure we think that the probability of the number of dry heats be more balanced is greater.

Proposed by FEPR

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

4.5.

Existing Rule: Qualification order and finals.
a After all series have been completed, the qualification order is established by taking the best result of each driver.
b In case of more than one driver recording identical best results of qualifications, the next best result is taken.
c In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if numbers 5 and 5 have equal times, 5 is deemed to have higher final placing.
d The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.
e After all sub-finals and final are completed, a final result list is prepared based on laps and time, bearing in mind the sub-final order. In case of rain see 4.6.

Proposal: Qualification order and finals.
a In each round drivers will score points based on laps and times achieved. For all rounds the maximum number of points given to the fastest driver will be equal to the number of drivers participating to the EC + 5 (five).
2nd fastest will score the maximum minus 2 (two) points.
3rd fastest will score the maximum minus 3 (three) points.
Down to the last position one by one.
If a driver has not completed a lap, no points will be awarded in that round.

b In every, round in the event of a tie the points will be equally awarded to each driver and the first driver not tying will get one point less.

c In the case of two or more drivers having the same points score the next best score determines position. If still unable to resolve with the next best rounds then driver with fastest laps and times will determine position.

d Out of 5 completed rounds - 3 to count
Out of 3 and 4 completed rounds - 2 to count
Out of 1 and 2 completed rounds - 1 to count
e The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.
f After all sub-finals and final are completed, a final result list is prepared based on laps and time, bearing in mind the sub-final order. In case of rain see 4.6.

Remarks: This propose, is made in order to create a fair result to the qualifying results. With this rule, with normal conditions, the best 3 rounds count and the best driver was the driver who better performed 3 heats and not just one.

Proposed by FEPR

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.

THE RULE SHOULD BE AMENDED TO READ:

4.5.

Existing Rule:

Qualification order and finals.
a After all series have been completed, the qualification order is established by taking the best result of each driver.
b In case of more than one driver recording identical best results of qualifications, the next best result is taken.
c In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if numbers 5 and 5 have equal times, 5 is deemed to have higher final placing.
d The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.
e After all sub-finals and final are completed, a final result list is prepared based on laps and time, bearing in mind the sub-final order. In case of rain see 4.6.

Proposal:

Qualification order and finals.
-1 Qualification order will be decided on a round by round points system. The driver with the least amount of points qualifies 1st, the driver with the second least points qualifies 2nd and so on. If two (or more) drivers achieve the same amount of points the next best score (of any other round) determines position. If that still is the same with both drivers the fastest time will decide qualifying position.
The fastest competitor (based on laps & time) in each round will score 1 point, the second placed driver 2, third place 3 and so on. If two (or more) competitors achieve an equal time in any round, they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular round.
The driver that does the best overall qualifying round is rewarded with 0 points instead of 1 for that particular round.
Out of 4 and 3 rounds completed, 2 count, if fewer rounds are completed, 1 counts.
-2 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if numbers 5 and 5 have equal times, 5 is deemed to have higher final placing.
-3 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.
-4 After all sub-finals and final are completed, a final result list is prepared based on laps and time, bearing in mind the sub-final order. In case of rain see 4.6.

Remarks:

Replace a and b with -1. Rename c,d,e in -2,-3,-4 (same format in appendix 1)

For those racers competing in the European championship it is obvious that in recent the qualifying format as it is now has led to a situation where, despite having in theory at least 4 possibilities to set a good qualifying effort, the qualifying order is decided effectively in 1 or maximum 2 heats.
The reason for this is that most of the time the track conditions change a lot, making a better effort almost impossible when, for example, the track temperature goes up. It is not by accident that the racers refer to this form of qualifying as "rocket-round" qualifying.
It is of course even worse when the track changes so much that drivers don't even go out on the track, because they already know, that they cannot improve their time.
Having that one "rocket round" means that luck plays an important role. Other categories in EFRA (1/8 buggy, 1/12 among others) have already changed the qualifying format to improve the situation mentioned above.

**Proposed by
DMC**

**Seconded by: o Not
Seconded**

**The proposal: o Passed Unanimously o Passed with for, against and
abstentions.**

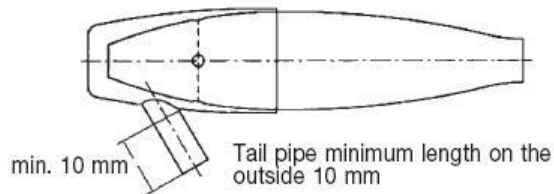
**o Rejected with for, against and abstentions. o
Amended**

THE RULE SHOULD BE AMENDED TO READ:

5.8.

Existing Rule:

Muffler EFRA homologated muffler of approved double chamber design, including silencer chamber, must be fitted having the following dimensions:
Tail pipe minimum length: 10,00 mm (measured from the outside of the pipe). The tail pipe must be oriented on or below the horizontal. The EFRA homologation number must be engraved into the muffler.
EFRA's definition of a noise is always final.
Tail pipe minimum length on the outside 10 mm



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

A Homologated INS-BOX is mandatory

From the first of January 2011 the maximum noise level for a single car will be 83 dB measured at 10 meters distance and 1 meter high.

Proposal: Muffler EFRA homologated muffler of approved double chamber design, including silencer chamber, must be fitted.

The tail pipe must be oriented on or below the horizontal. The EFRA homologation number must be engraved into the muffler.

EFRA's definition of a noise is always final.

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

A Homologated INS-BOX is mandatory

Any modification on the homologated muffler and INS Box is forbidden.

Remarks: All technical dimensions and noise level must be in the muffler homologation procedure not in the section rules.

Proposed by EFRA

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE IS NEW:

5.26.

Existing Rule: All measurement referred to these rules are maximum or minimum values.

Proposal: 5.27
At all European Championships only three (3) engines are to be allowed per driver

Remarks: This rule would help cut costs to a lot of drivers racing at these meeting

Proposed by BRCA

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions. Amended

9. ELECTION OF SECTION CHAIRMAN.

Candidate for re-election: Sander de Graaf Vice section Chairman

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

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