



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

Minutes 1:8 IC Track

SATURDAY 6th of November 2010.

The meeting started after the 200mm IC section meeting at about 17.17 hours.

1. CHAIRMAN'S WELCOME Mr Sander de Graaf

Welcome

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovak, Hungary,

Member Countries presents, section subscription, allocations etc: 19 countries

COUNTRY	PRESENT	SECTION SUBSCR	ECB Ger.	ECB Re	ECA Lux.	ECA Re	World USA	World Re
AUSTRIA	Michael Sellner				1		2	
BELGIUM	FrankyNoens		7		15		2	
BULGARIA	Desislava Kostadinova		1		2			
CROATIA	Zvominir Matosic							
CYPRUS								
CZECH REP.								
DENMARK	Erik Skou							
ESTONIA								
FINLAND	Matti Korvenmaa		2					
FRANCE	Philip Bertrand		10		10		4	1
GEORGIA								
GERMANY	Birgitt Debert		36		17		6	2
GREAT BRITAIN	Dave Waters		1		8		4	
GREECE								
HOLLAND	Roelof Tooms		9		9		2	
HUNGARY			2				1	1
IRELAND								
ITALY	Alessandro Pafundi		6		15		8+1	1
LITHUANIA								
LUXEMBOURG	Jeff Mersch		1		6			
MONACO	Claudio Comoglio		7		7		2	1
NORWAY	Georg Ellingsen							
POLAND	Anders Trella		6					
PORTUGAL	Cesar Coelho				1			
ROMANIA								
RUSSIA								
SLOVAK REP.					2		2	1
SLOVENIA	Zarko Vuga				2		1	
SPAIN					5			
SWEDEN	Sune Wall		1		5		1	
SWITZERLAND	Giacamo Moretti		13		3		2	
TURKEY								

TOTAL			102		108		38	7
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Other persons present:

3. MINUTES OF 2009 SECTION MEETING

31of October and 1th of November 2009- Brussels, Belgium

Matters arising from the minutes:

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

Seconded by: England

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

4. CORRESPONDENCE RECEIVED

Some emails regarding allocations

5. CHAIRMAN'S REPORT

See report that was send to all National Organizations before the meeting. Some small modifications are needed, due to 2 comments (DMC and SBF)

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. Applications have to be submitted with all the needed details as written in the EFRA handbook before the start of the AGM.

Year/Date	Alt. Date	Status	Country	Venue
May	March	GP	Italy	Bologna
June 2011		GP	Great Britain	Halifax, Yorkshire
11.-12.06 2011		GP	Luxemburg	Mini Circuit Ville de Luxembourg
26.-31.07/2011		EC-A	Luxemburg	Mini Circuit Ville de Luxembourg
Sept 2011		GP	France	38 330 MONBONNOT
09/2011	10/2011	GP	Monaco	Circuit de la Turbie
2011		EC 40+	Germany	WMC Wiesbaden e.V.
2011		EC B	Germany	AMC Hildesheim
No specific date		GP	Netherlands	Groningen
2012				
MAY 2012	MAY 2013	EC. B	France	ModelClub Thionvillois - (MCT). Rue du Couronné Rond Point de Cormontaigne

				57 100 THIONVILLE.
June 2012	2013	EC. 40+	France	Radio Commande Car Lyonnais- (RCCL). Mini Circuit Paul Ricard Lieu dit de Rivoire% D 70 Route de Polionnay 69 210 Lentilly.
2012 June	2012 July	EC-A	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab
July 2012		EC-A	Italy	Bologna
08/2012	08/2012	EC A	Monaco	Circuit de la Turbie Route de Cap D'ail La Turbie
August 2012		EC 40+	Croatia	Track Mini autodrom %Ayrton Senna+ Zagreb, - Truhelke bb
10/2012	11/2012	I.R Monte_Carlo Cup Flat chassis	Monaco	Circuit de la Turbie Route de Cap D'ail La Turbie
2012		EC-A	Portugal	Track: Vila Real

Final Race calendar 2011

Year/Date	Alt. Date	Status	Country	Venue
July 30-31		EC-A	Luxembourg	Vile de Luxembourg
May 28-29		EC-B	Germany	Hildesheim
July 2-3		EC40+	Germany	Wiesbaden
June 11-12		GP Lux	Luxembourg	Luxembourg
August 27-28		GP Bologna	Italy	Bologna, Futura
September 24-25		GP Monbonnot	France	Grenoble

Future Race calendar Championships 2012

Year/Date	Alt. Date	Status	Country	Venue
May 2012		EC-B	France	Thionville
July 2012		EC-A	Portugal	Vila Real
2012		EC 40+	France	Lentilly, Lyon

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 1 1/8th SCALE IGNITION TRACK CARS

THE RULE IS NEW:

Existing Rule: APPENDIX 1
1/8th SCALE IGNITION TRACK CARS

Proposal: Rules in the 1/8 appendix need to be rewritten. Due to all the changes in this appendix not all the rules

are in the right part. In fact there are 7 parts now:

- 1) Euro's
- 2) Race format
- 3) Track specs
- 4) Race procedures
- 5) Technical specs of the class
- 6) A/B license
- 7) Penalties

You find now some rules in the wrong part. Race format and race procedures can be one chapter and A/B license can go to chapter 1)

Remarks: Self explaining, due to changes the last year the rules are sometimes spread and in the wrong chapter.

Proposed by EFRA

Seconded by: GB

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule:

European Championships are held in following classes:

a) The European Championship Sportscars/GT-P/Group-C will be held on the 4th weekend of July. In the year there is an IFMAR World Championship outside the EFRA bloc than dates between EC and WC must separated with at least 4 free weekends between the finals.

In the years there is an IFMAR WC in the EFRA bloc there will be no EC-A (see schedule IFMAR, next WC 1:8 IC track will be 2009 and 2017)

It will be open to EFRA "A" and "B" licensed drivers. EFRA "A" licensed drivers should have preference. One special EFRA medal will be awarded to the fastest driver under 17 year. So everybody of 16 years during the race dates, or younger can compete for this medal. b) The B-European Championship will be held on the last weekend of May and will be open to:

EFRA "B" licensed drivers 1:8 scale IC track.

EFRA "B" licensed drivers 1:10 / 200 mm IC track (If accepted from 2007 on)

Not allowed to drive are furthermore: Top 10 from previous years EC 200 mm Electric, IC track 200 mm, Large scale, Off-Road 1:8 scale, Electric Off Road and EC-B.

Participation in this event will not effect the ranking list. The winner of this championship will be EFRA "A" licensed immediately after this race. At this event the same body as the EC-A will be used.

One special EFRA medal will be awarded to the fastest driver under 17 year. So everybody of 16 years during the race dates, or younger can compete for this medal.

c) The EFRA ranking list 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 Sportscars/ GT-P/Group-C EC from July. The total result of this list will decide upon A 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 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.

d) European Championship 1:8 track 40+

EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

The allocated dates of the A-drivers EC and that of the B-drivers Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting.

The format of EFRA GP's could be the same as for EC's but may be shortened up depending on the number of entrants.

Proposal:

.....

One special EFRA medal will be awarded to the fastest driver under 17 year. So everybody of 16 years during the race dates, or younger can compete for this medal. One trophée must be awarded by the Organizer

This proposed change of the rule is valid for 2.1.a and 2.1.b (A and B championship)

Remarks:

This title also deserves a trophée and not only a medal supplied by EFRA.

Proposed by EFRA

Seconded by: Germany

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule:

General Qualifying format for EC's 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 for the final. Depending on time available at Saturday all finals higher than 1/64th will be shorter than 20 minutes (for instance 10

minutes). See also 2.6

Proposal: General Qualifying format for EC's 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 for the main final. Depending on time available at Saturday all finals higher than 1/64th will be shorter than 20 minutes (for instance 10 minutes). See also 2.6

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 FEPRA

Seconded by: Sweden

The proposal: Passed with 12. for, 1 against and 2 abstentions.

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's with 120 or more entrants the schedule should be as follows;
Monday - Thursday free or controlled practice.
Thursday and 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. Final. The race director should configure the heats based on the EFRA ranking of the previous year. The heats shall contain a maximum of 10 drivers. These practice heats will be of 10 minutes of 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 to the Team Managers & published for general knowledge.

Proposal: Monday - Wednesday: free or controlled practice Wednesday & Thursday: technical inspection
Thursday: controlled practice and 1st series of qualifying in the afternoon.
Friday: Round 2 till 4, lower finals till 1/64.
Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; 1/2 final, final.

Remarks: Schedule change with finish on Saturday and Sunday as back travel day

Proposed by DMC

Seconded by: Belgium

The proposal: Passed with 14 for, and 1 abstentions.

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's with 120 or more entrants the schedule should be as follows;
Monday - Thursday free or controlled practice.
Thursday and 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. Final. The race director should configure the heats based on the EFRA ranking of the previous year. The heats shall contain a maximum of 10 drivers. These practice heats will be of 10 minutes of 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 to the Team Managers & published for general knowledge.

Proposal: Take out the part:
The race director should configure the heats based on the EFRA ranking of the previous year.

Remarks: This is in contradiction with rule 4. where is explained that the heats are arranged based on a 3 consecutive laps

Proposed by EFRA

Secoded by: England

The proposal: Passed with 16, and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

2.6.

- Existing Rule:** General sub-final and final formats for EC and GP: The sub-finals are 20 minutes up till 1/64th finals. Time for all finals higher than 1/64 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 semifinal move up to the final. After the first semi final the first 5 cars will be put in Parc Ferme in Technical inspection and they will be released after completion of the technical inspection of the 2nd semi-final. This will give all drivers that proceed to the main final equal time for preparation.
In case of wet conditions, the above mentioned first 5 cars of the first semi-final, may be cleaned with compressed air before they are put in Parc Ferme in Technical Inspection. Cleaning of cars should take place under control of the Technical Inspection Staff.
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.
- 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 they 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 FEPRA

Secoded by: Denmark

The proposal: Passed with 12 for, 2 abstaining and 2 against.

THE RULE SHOULD BE AMENDED TO READ:

2.8.

- Existing Rule:** During qualifying heats 2 mechanic are allowed in the pitlane. During subfinals and finals 2 mechanics are allowed.
- Proposal:** During the race 2 (two) mechanics are allowed in the pitlane.
- Remarks:**

Proposed by DMC

Secoded by: Denmark

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

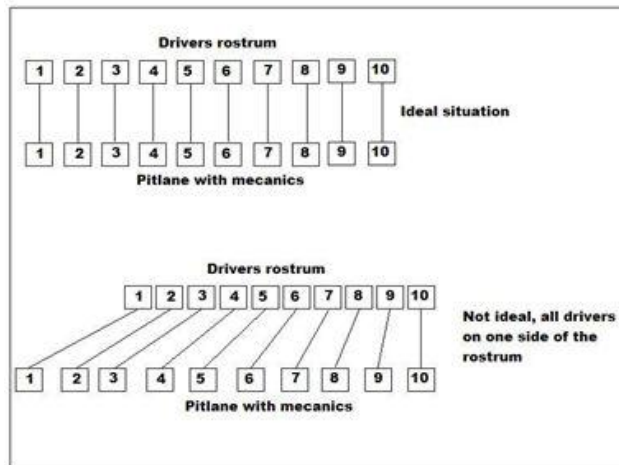
4.

- Existing Rule:** **RACE PROCEDURES 1:8.**
(see also General Race Procedures Chapter 8). 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.
The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane.
For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat.
- 2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.
- 3 From 30 seconds till 3 seconds the cars must be hold at the starting boxes. If a car is not at the starting box at 3 seconds due to unforeseen problems the car may start from the pitlane after other cars have officially started. The race director and referees will monitor for the abuse of this facility.
- 4 For all finals, from 10 seconds until 3 seconds prior to the start a second by second count-down will be made in English.
- 5 In case of LeMans or Formula 1 Grid Starts at 5 seconds prior to the start, the Starter will lower the starting flag and at 3 seconds the flag will be fully down.
At this point, all cars must be released by the mechanics, who will all step back 1 meter. The cars must remain in the boxes, no part of the car touching the starting line.
- 6 From 3 seconds the verbal count down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed.
If the grid is not to the satisfaction of the Starter, he may require a re-start, re-commencing the count down from 30 seconds.
- 7 The official start signal will be audible by means of a hooter, operated by the Starter.
This signal will also start the Timing Systems.
- 8 Early starts, (i.e. any part of the car touching the starting line) will be penalised with a "STOP and GO" penalty. The time for this "STOP and GO" has to be set at the team managers meeting before the actual race starts and will have a maximum of 10 seconds.
This penalty is issued by the Starting Official, Race Director or the Referee and must be announced immediately after the start. The penalty will be marked on the result-sheet.
- 9 Under no circumstances will the race be stopped due to a jump start.
- 10 The Starter may only interrupt the race and make a re-start in the event that he considers the starting procedure or the start was not carried out correctly.
- 11 Delayed start.
As long as the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds)the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi final and the final.
 - the track is closed, if the delay is requested as a result of frequency or radio problems
 - the track is open, if the delay is requested for mechanical repairs or problems.
 Any driver asking for a delay will start from the end of the grid (11th position to be painted on the track) or from the pitlane in case he is not in time at the grid.

Proposal:

The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane.
For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.



Remarks:

add some drawings to show the positions (it is confusion for some driver, especially when all the drivers move in one direction on the rostrum, leaving one side free over 3-4 meters).

Proposed by EFRA

Seconded by: Finland

The proposal: Passed with 16 for, and 1 abstentions.

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
Round 5 5,4,3,2,1,10,9,8,7,6
Round 6 8,7,6,5,4,3,2,1,10,9
- 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 de 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. With dry weather this proposal allows to all drivers experience the track at different schedules and conditions.
REMARK EFRA: 4.2 is the rule that gives the starting orders of the cars in the various rounds.
FEPRA wants to add a NEW rule for a different heat order in each round

WITHDRAWN

Proposed by FEPRA

THE RULE SHOULD BE AMENDED TO READ:

4.5.

- Existing Rule:** Qualification Order and Finals.
-1 After all series have been completed the Qualification order is established, by taking the best result of each driver.
-2 In case of more than one driver recording identical best results of qualifications the next best result is taken
-3 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 number 5 and 2 have equal times, 5 is deemed to have higher final placing.
-4 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.
-5 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 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.
-2 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.
-3 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.
-4 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
-5 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.
-6 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 FEPRA

Seconded by: Slovenia

Rejected with 3 for, 11 against and 2 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

4.5.

Existing Rule:

Qualification Order and Finals.

-1 After all series have been completed the Qualification order is established, by taking the best result of each driver.

-2 In case of more than one driver recording identical best results of qualifications the next best result is taken

-3 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 number 5 and 2 have equal times, 5 is deemed to have higher final placing.

-4 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.

-5 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:

-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 number 5 and 2 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:

Proposed by DMC

Seconded by: Sweden

Rejected with 3 for, 12 against and 2 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.3.

Existing Rule:

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.

Proposal:

Overall dimensions of the car:

Wheel base: 270.00-330.00 mm, overall width max 267.00mm

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

The lower sides between the two front and rear wheel arches 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.

Remarks:

Extra explanation what is allowed with the 267mm max width. Since the lexan part between the front and rear wheel arches is loose on the lower part it always comes out. However the front of the body in front of the front wheels has a maximum of 267mm.

Proposed by EFRA

Seconded by: Netherland

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.4.

Existing Rule: TYRES:
Maximum width rear: 64.00 mm
Tires must be black, except for writing on the side walls, Foam and/or rubber tires can be used.
Treatment of the tires with additives is prohibited. Any violation with tire treatment will mean 5 years of disqualification from any EFRA and IFMAR event.

Proposal: TYRES:
Maximum width rear: 64.00 mm
Tires must be black, except for writing on the side walls, Foam and/or rubber tires can be used.

Remarks: The inspection tool must be defined, must be homologated and available everywhere.
The way that the control instrument is working must be defined.
The list of the prohibited chemicals and compounds must be defined.

Without these items only the penalty is described but nothing is reported to define the control system and what we have to find out.

Proposed by FMM

Seconded by: Holland

Rejected with 1 for, 11 against and 3 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.4.

Existing Rule: TYRES:
Maximum width rear: 64.00 mm
Tires must be black, except for writing on the side walls, Foam and/or rubber tires can be used.
Treatment of the tires with additives is prohibited. Any violation with tire treatment will mean 5 years of disqualification from any EFRA and IFMAR event.

Proposal: TYRES:
Maximum width rear: 64.00 mm
Tires must be black, except for writing on the side walls, Foam and/or rubber tires can be used.
Treatment of the tires with additives is prohibited. Any violation with tire treatment will mean 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment can be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

Remarks: This year we have been using the mini-rea lite on several big races (Thanks to AMSCI). It was used in Locorotondo and Houston. Also AMSCI has used this device this past year and it works. It is a measuring equipment that measures volatile liquids and the manufacturer has distributors in most countries in Europe

Proposed by EFRA

Seconded by: Bulgaria

The proposal: Passed with 16 for, 1 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.7.

Existing Rule: Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car.
The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) meters distance and one (1) meter 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 use of the 3000 series of mufflers is allowed, the manifolds are free.
The use of partly the mufflers of the 2007 list, from i.e. EFRA2040 till 2060, with or without an extra silencing unit. EFRA will do some tests to search for the better mufflers.
Use of any new 3100 series of a minimum of 2-chamber mufflers which are equipped with an extra silencer or comply to a far better noise level as the 3000 series.

- Proposal:** Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car.
The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) meters distance and one (1) meter 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.
Race directors have the right to measure on track side and take out cars that make too much noise
- Remarks:** Drivers and manufacturers will take every change to gain more power and speed. The use of conical manifolds has increased the noise level. The 7 minutes rule with mandatory pit stop has only make the engines more powerful and more noisy. This way the race director can also measure on track side and remove those cars that make too much noise (same as in 1/5th). Drivers have to take their responsibility. We cannot allow only focusing on the homologation number. We are still working on better mufflers, however this is not so easy and in the meantime we are only making more noise. Track site measurement gives the organizer and EFRA at least the possibility to take out some of them that are more than average

Proposed by EFRA

Secoded by: LUX

The proposal: Passed with 17 for, and 1 abstention.

5.11.

Existing Rule: Bodies must be a 1:8 scale in character reproduction of vehicles that exist or have existed in the last five years. There will be an allowance of 10% tolerance in all dimensions.

Proposal:

Remarks: No bodies approved in this moment is respecting the rule.
Also appendix 9 1.1 has to be deleted.

WITHDRAWN

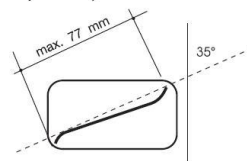
Proposed by FMM

THE RULE SHOULD BE AMENDED TO READ:

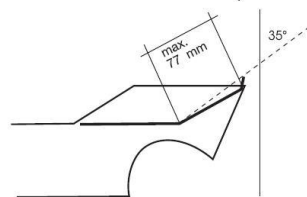
5.18.

Existing Rule: 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 77 mm. All measurements for the wing height will be taken with the chassis grounded with a 10 mm spacer. The angle is to be measured with a specific tool as follows:

separately mounted:



directly added:



The angle to be measured over a distance of 77 mm from the highest point of the spoiler or Guerny flap to the middle of the body. You need a tool from which you can adjust the height at the angle.

The angle must be a minimum of 35° or bigger.

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
max. chord: 77.00 mm
max distance behind rear axle: 100.00 mm

A single plane rear wing/aerodynamic aid need not be homologated. Any front wing or multi plane rear wing must have an EFRA homologation number molded into the shell. It may only be used with the shell of the same number.

2) GT1/GT2-Cars

max. width: 267.00 mm
max. height: 170.00 mm with 10mm spacer under the chassis
max. chord: 77.00 mm
max distance behind rear axle: 100.00 mm

Single plane wings are only eligible for this class, they do not need to be homologated

3) Proto type Can Am Cars

max. width: 267.00 mm
max. height: 170.00 mm (inc added parts) with 10mm spacer under the chassis
max. chord: 77.00 mm
max distance behind rear axle: 100.00 mm

Starting from January 2011 the max. height is 160mm for Group C, GTP, GT1/GT2 and Proto type Can Am. add the following to 1) and 3)

Proposal:

max. height (inc. added parts, excluding the gurney strip):

Remarks:

WITHDRAWN

Proposed by DMC



THE RULE SHOULD BE AMENDED TO READ:

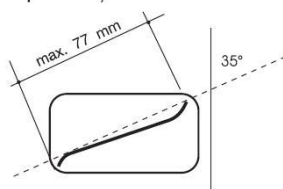
5.18.

Existing Rule: Wings and Spoilers

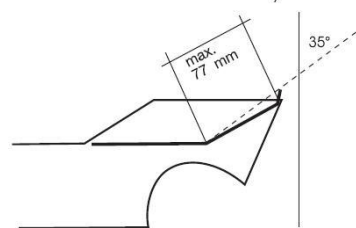
Whether build into the body or separate, they must have an angle of minimum 35 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm.

Any added aerodynamic aids must have a chord of no more than 77 mm. All measurements for the wing height will be taken with the chassis grounded with a 10 mm spacer. The angle is to be measured with a specific tool as follows:

separately mounted:



directly added:



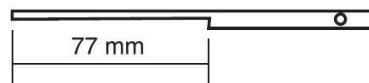
The angle to be measured over a distance of 77 mm from the highest point of the spoiler or Guerny flap to the middle of the body.

You need a tool from which you can adjust the height and the angle.

The angle must be a minimum of 35° or bigger.

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
max. chord:	77.00 mm
max distance behind rear axle:	100.00 mm

A single plane rear wing/aerodynamic aid need not be homologated. Any front wing or multi plane rear wing must have an EFRA homologation number molded into the shell. It may only be used with the shell of the same number.

2) GT1/GT2-Cars

max. width:	267.00 mm
max. height:	170.00 mm with 10mm spacer under the chassis
max. chord:	77.00 mm
max distance behind rear axle:	100.00 mm

Single plane wings are only eligible for this class, they do not need to be homologated

3) Proto type Can Am Cars

max. width:	267.00 mm
max. height:	170.00 mm (inc added parts) with 10mm spacer under the chassis
max. chord:	77.00 mm
max distance behind rear axle:	100.00 mm

Proposal: Starting from January 2011 the max. height is 160mm for Group C, GTP, GT1/GT2 and Proto type Can Am. Change all dimensions for height to:

The body height and side/rear wings will have a maximum of 160mm (on 10mm blocs)

Remarks: Overall, maximum height including a Gurney strip is 170mm. Was already voted in for the body height in 2009 to be accepted in 2011 and extra explanation for guerneystrip. Rule is now the same as IFMAR

Proposed by EFRA

Seconded by: Monaco

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.20.

Existing Rule: Fuel may only contain methanol (methyl alcohol), lubricating oil, a small content of anti corrosion chemicals and a maximum of 25% nitro methane in volume. The specific gravity of the mixture may not be heavier than 0.91. An EFRA approved fuel tester, e.g. Nitromax 25 will be available to verify fuel's conformity to the rules at technical inspection. Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Proposal: Fuel may only contain methanol (methyl alcohol), lubricating oil, a small content of anti corrosion chemicals and a maximum of 25% nitro methane in volume. The specific gravity of the mixture may not be heavier than 0.91 at 20°C and 1013 mbar. An approved fuel tester has to be used and the approved instrument will be a density meter approved by the national regulation. The density will be measured from 10°C until 40°C and must be in compliance with the following table produced by an approved laboratory. Any violation with fuel will mean 5 years of disqualification from any EFRA and IFMAR event.

Remarks: The density change when the temperature changes and the volume of nitro could be higher when it is hot than when it is cold. This method avoids doing this mistake. Remove the "special additive" because there is no spectrophotometer able to do this analysis in a few minutes in particular if the substance is not defined.

WITHDRAWN, FMM wanted to point out that we need good measurement equipment

Proposed by FMM

9. Election of Chairman

Section Chairman Sander de Graaf is due for election.
Vice section chairman Franky Noens is due for election.
Both Sander de Graaf and Franky Noens were voted in for a new period of 2 years.

10. ANY OTHER BUSINESS,

APPENDIX 1 1/8th SCALE IGNITION TRACK CARS

5.17.

Suggestion:

We have to think about the future and what classes to allow. 95% of the drivers are using proto type bodies now with or without open cockpit. By taking out some of the classes for instance in 2012 the handbook will be easier to read. Now we must make sometimes different rules for cut-outs for proto type and GT1/GT2 which sometimes results in misunderstandings

Proposed by EFRA

Section Chairman has permission to take out the older bodies and classes next year in a proposal

11. ITEMS FOR GENERAL DISCUSSION.

Tire treatment, already discussed in the 200mm meeting. EFRA is strongly against tire treatment and will fight against the use

Flat Chassis, Monaco. What to do with this class, Promote? We need to contact manufacturers to see how much they sell and if this class can survive. They can compete with EC40+ and we will follow the few events Monaco is organizing (average 60 drivers , 5 countries)

12. Meeting closed.

The meeting was closed at 20.17 hours and the Section Chairman thanked all participants for a constructive meeting,