



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Holiday Inn, Brussels**  
**Belgium**  
**5-6th of November 2011**

**Agenda 1:10 IC Track**

**SATURDAY 5<sup>th</sup> of November 2011.**

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								

<b>TOTAL</b>								
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Other persons present:

### 3. MINUTES OF 2010 SECTION MEETING

5-6th of November 2010— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2010.

### 4. CORRESPONDENCE RECEIVED

### 5. CHAIRMAN'S REPORT

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

### 6. PRESENTATIONS FOR APPLICATIONS EC 2013 AND GP'S 2012

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
May 2012		EC B	Italy	Gubbio
July 2012		EC A	Italy	Cassino
July 2012		EC 40+	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie
<b>2013</b>				
2013 August		EC-A	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA
2013		EC-A	Switzerland	Lostallo - Switzerland

#### Final Race calendar 2012

Year/Date	Alt. Date	Status	Country	Venue
2012		EC B	Monaco	La Turbie
2012		EC A	Italy	Cassino
2012		40 +	France	Lentilly

## Future Race calendar Championships 2013

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 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 1/8 Scale IC Track, 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. 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) 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+
- f) 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.

#### 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~~. ~~One trophee must be awarded by the Organizer.~~ 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 1/8 Scale IC Track, 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.  
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) 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+

f) 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: Same like 1/8 IC

Proposed by EFRA

Seconded by: .....  Not Seconded

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

2.2.

**Existing Rule:** Free practice for EC is only allowed from Monday preceding the race. However pit lane refuelling may be forbidden during free practice at EC.

**Proposal:** Free practice for EC is only allowed from ~~Monday~~ Tuesday preceding the race. However pit lane refuelling may be forbidden during free practice at EC.

Remarks: make the event shorter

Proposed by EFRA

Seconded by: .....  Not Seconded

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

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

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**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 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.

**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.~~ heats. 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, for example, in the 1/10 200mm European championship there was rain and very hot weather mixed all days and only 3 rounds were driven by racers. With this procedure we think that the probability of the number of dry heats and equal conditions be more balanced is greater.

Proposed by AKK

Seconded by: .....  Not Seconded

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

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

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**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 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.

**Proposal:**

General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 5 minutes heats depending on the number of drivers. Refueling in the heat is forbidden. If refueling is done, 2 laps will be added to the result of the drivers' heat. 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:**

We have to conclude that making the heats 7 minutes lead us to engines which have shorter runtimes (4 minutes to refueling), they have more power and therefore make more noise. Making the heats 5 minutes will hopefully slow down this development and help us get control on the noise problems. We added the refueling sanction to make sure drivers use less powerful engines that do not consume a lot of fuel (which means less noise). Another small benefit is that running costs (fuel and tires) will go down a small margin if engine power is reduced and the heat is shortened.

**Proposed by NOMAC**

**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**

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**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 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.

**Proposal:**

**2.4a) From 01/01/2013** General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 5 minutes heats Refuelling during heats is not allowed, 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:**

Will be effective from 2013 that gives engine manufactures the time to work on fuel consumption.

This limitation (no refuelling will decrease the costs and the engine power)

**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**

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**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-Wednesday	Free or controlled practice. All cars must past technical inspection before controlled timed practice.
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Thursday	controlled practice an 1st series of qualifying in the afternoon.
Friday	Round 2 till 4, lower finals till 1/64.
Saturday	1/32 finals upwards, 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:

	<del>Free or controlled practice.</del>
<u>Monday-Tuesday</u>	Controlled practice and 1 controlled timed practice All cars must past technical inspection before controlled timed practice.
Thursday	<u>Controlled timed practice an 1st series and rounds 1-3 of qualifying in the afternoon.</u>
Friday	Round 2 till 4, <u>rounds 4-6</u> , lower finals till <u>1/64</u> .
Saturday	<u>1/32 finals upwards, maximum 20 minutes between 1/8 and ¼ final; ½ finals, final. The Finals day</u>

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:**

**Proposed by AKK**

**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.

<b>Existing Rule:</b>	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:
	Free or controlled practice.
Monday-Wednesday	All cars must past technical inspection before controlled timed practice.
Thursday	controlled practice an 1st series of qualifying in the afternoon.
Friday	Round 2 till 4, lower finals till 1/64.
Saturday	1/32 finals upwards, 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:

	Free or controlled practice.
Monday-Wednesday	All follows: <u>Tuesday - Wednesday: Controlled practice</u> All cars must past technical inspection before controlled timed practice.
Thursday	controlled <u>practice Thursday: 1 controlled timed practice an 1st series and 2 rounds of qualifying in the afternoon.</u>
Friday	<u>afternoon. Friday: Round 2 3 till 4, 5, lower finals till 1/64.</u>
Saturday	<u>1/64. Saturday: 1/32 finals upwards, maximum 20 minutes between 1/8 and ¼ 1/4 final; ½ finals, final.</u>

The 1/2 final, final. The race director should configure the heats Controlled practice heats, controlled timed practice heat based on the EC form last year. The heats shall contain a maximum of 10 drivers. These Controlled practice heats heats will be of 10 minutes duration. The schedule of all practice heats including each The controlled timed practice heat starting time will be carried out by of 5 minutes duration. The ranking from controlled timed practice will be use to make the organization of heats for the event

~~qualification heats one exception A and it should be given to the team managers & published for general knowledge. B drivers stay in separate heats.~~

**Remarks:** This system gives drivers one official qualification round more.

Think a fair system to make the heats.

**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**

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**THE RULE IS NEW:**

2.8.

**Existing Rule:** During the race 2 (two) mechanics are allowed in the pitlane.

**Proposal:** Rearranging drivers in heats after practice (reseeding). Information what basics will be used for re-seeding should be given to team managers & published for general knowledge in good time beforehand.

**Remarks:**

**Proposed by AKK**

**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**

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**THE RULE SHOULD BE AMENDED TO READ:**

4.1.

**Existing Rule:** (See also general race procedures chapter 8). The arrangements of the heats and the numbering is left to the discretion of the organizer. 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.

a 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.

b 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.

c 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 pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this facility.

d From 10 seconds until 3 seconds prior to the start, a second by second countdown will be made in English.

e 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. Mechanics will all step back 1 mtr. The cars must remain in the boxes, no part of the car touching the start line.

f From 3 seconds the verbal countdown stops and the actual start signal will be given by the starter after a period o between 0 and 5 seconds has elapsed. If the grid is not tot the satisfaction of the starter, he may require a re-start, re-commencing the countdown from 30 seconds.

g The official start signal will be audible by means of a hooter, operated by the starter. This signal will also start the timing systems.

h 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 or the time keeping official and must be announced immediately after the start. The penalty will be marked on the result sheet.

i Under no circumstances will the race be stopped due to a jump start.  
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.

j 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), 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 final.

- The track is closed, if the delay is requested as a result of frequency of 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 pit lane in case he is not in time at the grid.



**Proposal:** (See also general race procedures chapter 8). The arrangements of the heats and the numbering is left to the discretion of the organizer. 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.

a 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.

b 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.

c 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 pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this facility.

d From 10 seconds until 3 seconds prior to the start, a second by second countdown will be made in English.

e ~~In case of For~~ 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. Mechanics will all step back 1 mtr. The cars must remain in the boxes, no part of the car touching the start line.

f From 3 seconds the verbal countdown stops and the actual start signal will be given by the starter after a period o between 0 and 5 seconds has elapsed. If the grid is not tot the satisfaction of the starter, he may require a re-start, re-commencing the countdown from 30 seconds.

g The official start signal will be audible by means of a hooter, operated by the starter. This signal will also start the timing systems.

h 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 or the time keeping official and must be announced immediately after the start. The penalty will be marked on the result sheet.

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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.

j 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), 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 final.

- The track is closed, if the delay is requested as a result of frequency of 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 pit lane in case he is not in time at the grid.

**Remarks:** Safety

**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:**

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:** **4.2a) From 01/01/2013** 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: 8.7.6.5.4.3.2.1.9.10

**Remarks:** From 2013

**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:**



4.4.

**Existing Rule:**

1. All qualifying runs and finals are ran by "time plus next lap" system. Qualifying heats are 7 minutes duration, lower finals and semi-finals 20 minutes and final 45 minutes.
2. When the time is over, an audible signal is given. A car finishes when it passes the finish line after the finish signal is given. The car must immediately return to the pits and may not hinder other cars still racing.
3. In case of doubt (on the finish line when time is over), a car may race one more lap and finish. Whether he finishes or not when time was completed, is up to the time keepers and cannot be disputed.
4. After returning to the pits, the engine must be stopped immediately and the transmitter turned off and impounded.

**Proposal:**

1. ~~4.4~~ From 01/01/2013 1. All qualifying runs and finals are ran by "time plus next lap" system. Qualifying heats are ~~7~~ 5 minutes duration, lower finals and semi-finals 20 minutes and final 45 minutes.
2. When the time is over, an audible signal is given. A car finishes when it passes the finish line after the finish signal is given. The car must immediately return to the pits and may not hinder other cars still racing.
3. In case of doubt (on the finish line when time is over), a car may race one more lap and finish. Whether he finishes or not when time was completed, is up to the time keepers and cannot be disputed.
4. After returning to the pits, the engine must be stopped immediately and the transmitter turned off and impounded.

**Remarks:**

From 2013

**Proposed by EFRA**

**Seconded by:** .....  **Not Seconded**

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

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

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**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 Five Rounds three to count, Four Rounds two to count, Three Rounds two to count, Two Rounds one to count. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points 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.
- b After all series rounds have been completed, the qualification order is established by taking the ~~best points~~ result of each ~~driver~~.
- b driver.
- c In case of more than one driver recording identical best ~~results~~ points of qualifications, the next best result is ~~taken~~.
- e taken.
- d 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.

**Remarks:**

Give a other dimension to qualification all ore nothing is not longer possible

**Proposed by EFRA**

**Seconded by:** .....  **Not Seconded**

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

5.6.

**Existing Rule:** 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. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-

**Proposal:** ~~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. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-~~  
The application of any additives within the tyres with additives event perimeter is prohibited. . Any violation with tyre treatment will mean 5 years of disqualification from any EFRA and IFMAR event. strictly forbidden. The penalty for that is immediate disqualification. t. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-

**Remarks:** verification is not defined

**Proposed by AMSCI**

**Seconded by:** .....  **Not Seconded**

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

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**Existing Rule:** 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. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-

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Tires supplied by the tyres organization with additives is prohibited. . Any violation with tyre treatment will mean 5 years of disqualification from any EFRA and IFMAR event. full control. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-

**Remarks:**

**Proposed by AMSCI**

**Seconded by:** .....  **Not Seconded**

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

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**Existing Rule:** 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. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-

**Proposal:** 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. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).- European Championships: The organizer will propose 1 brand of tire. The manufacturer and full description of the tires chosen must be given, but there remains free choice of compound. The proposed tire choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tires are commercially available throughout the EFRA Nations. The manufacturer of the chosen tires will be notified which specific tire has been chosen as soon as the decision is finalized. The tires will be provided at a restricted area for tire truing at the event. After truing

the tires they will be handed in. At the pits the tires will be handed out to the mechanics so they can put them on the car, after racing the tires can be handed back in to be used again in another heat. A driver should be allowed to have access to the tire in the truing area for measuring purposes after the heat.

**Remarks:** Controlled tires are the only way to be sure nobody is using additives

**Proposed by NOMAC**

**Seconded by:** .....  Not Seconded

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

5.6.

**Existing Rule:** 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. Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-

**Proposal:** Tyres/Rims. Tyres must be black, except for writing on the side walls. Foam and/or rubber tyres can be used. Treatment of used Tyres must pass the tyres test with additives is prohibited. . Any violation with tyre treatment will mean 5 years of disqualification from any EFRA and IFMAR event. the Mini Ray sniffer at all times. (See procedure checking tyres) Wheels must be fixed by a screw or nut. The screw of nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (just manpower).-

**Remarks:** :-)

**Proposed by EFRA**

**Seconded by:** .....  Not Seconded

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

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

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**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. 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.

**Proposal:** Muffler EFRA homologated muffler of approved double chamber design, including silencer chamber, must be fitted. The The tail pipe must be oriented on or below the horizontal. The EFRA homologation number must be engraved into the muffler.  
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A car. A Homologated INS-BOX is mandatory  
Any mandatory Any modification on the homologated muffler and INS Box is forbidden.

**Remarks:** When EFRA ( homologation officer) have no proper muffler homologation system before 01/07/2012 (procedure) based on real measurements under the same conditions, than the section make his own noise rules for 2013.

**Proposed by EFRA**

**Seconded by:** .....  Not Seconded

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

5.16.

**Existing Rule:** Cuts outs. Only the following holes and sizes are permitted in the body shells/ One (1) cooling hole may be cut in the front windscreen with a maximum diameter of 60,00 mm. Re-fuelling hole: maximum diameter 50,00 mm, the centre of this hole must be the centre of the fuel filler cap, viewed from above. Note: cooling hole front windscreen and re-fuelling hole may not be combined. Minimum distance between the holes: 5,00 mm. A hole with maximum diameter of 35,00 mm is allowed just above the engine cooling head for easy glow plug access, and can not be combined with any other hole, minimum distance: 5,00 mm. Both front side windows and the rear window can be removed for ventilation, except for the side rear windows, which must remain intact. Small holes can be made for the body posts, transponder, carburettor adjustment and radio antenna (maximum diameter of 10,00 mm). The hole for the exhaust pipe must be of reasonable size. No other holes are permitted. If the re-fuelling hole is part of the front windscreen, then that hole is to be considered also as the cooling hole with a maximum diameter of 50 mm.

**Proposal:** Cuts outs. Only the following holes and sizes are permitted in the body shells/ One (1) cooling hole may be cut in the front windscreen with a maximum diameter of 60,00 mm. Re-fuelling hole: maximum diameter ~~50,00~~ 60,00 mm, the centre of this hole must be the centre of the fuel filler cap, viewed from above. Note: cooling hole front windscreen and re-fuelling hole may not be combined. Minimum distance between the holes: 5,00 mm. A hole with maximum diameter of 35,00 mm is allowed just above the engine cooling head for easy glow plug access, and can not be combined with any other hole, minimum distance: 5,00 mm. Both front side windows and the rear window can be removed for ventilation, except for the side rear windows, which must remain intact. Small holes can be made for the body posts, transponder, carburettor adjustment and radio antenna (maximum diameter of 10,00 mm). The hole for the exhaust pipe must be of reasonable size. No other holes are permitted. If the re-fuelling hole is part of the front windscreen, then that hole is to be considered also as the cooling hole with a maximum diameter of 50 mm.

**Remarks:** If the cooling and refueling holes are combined it makes sense to make this hole as boig as the larger of the 2 separated holes wich is 60mm

**Proposed by NOMAC**

**Seconded by:** .....  Not Seconded

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

5.19.

**Existing Rule:** Fuel may only contain methanol (methyl alcohol) lubricating oil, a small content of anti corrosion chemicals and a maximum of 16% nitro methane in volume. The specific gravity of the mixture may not be heavier than 0,87. An EFRA approved fuel tester, e.g. Nitromax 16 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 means 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 16% nitro methane in volume.~~ chemicals. The specific gravity of the mixture may not be heavier than 0,87. An EFRA approved fuel tester, e.g. Nitromax 16 will be available to verify fuel's conformity to the rules at technical ~~inspection.~~  
~~Any inspection.~~ Any violation with fuel which means any proof of the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event.

**Remarks:** This a technical right rule

**Proposed by EFRA**

**Seconded by:** .....  Not Seconded

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

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

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**THE RULE SHOULD BE AMENDED TO READ:**

5.21.

**Existing Rule:** The minimum weight without fuel and including a transponder: 1700,00 grams. The weight limit will be checked with the cars ready to race but with empty fuel tanks. The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either. If the weight is found to be under the minimum weight, the driver should be disqualified from the heat, sub-final or final.

**Proposal:** The minimum weight without fuel and including a transponder: ~~1700,00~~ 1600,00 grams. The weight limit will be checked with the cars ready to race but with empty fuel tanks. The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either. If the weight is found to be under the minimum weight. the driver should be disqualified from the heat.

sub-final or final.

**Remarks:** Lipo/life era, there is no going back to nicd/nimh batteries. Current cars have 100g-150g of extra weights on. Effect on tire wear and costs.

**Proposed by AKK**

**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**

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**THE RULE SHOULD BE AMENDED TO READ:**

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**Existing Rule:** The minimum weight without fuel and including a transponder: 1700,00 grams. The weight limit will be checked with the cars ready to race but with empty fuel tanks. The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either. If the weight is found to be under the minimum weight, the driver should be disqualified from the heat, sub-final or final.

**Proposal:** The minimum weight without fuel and including a transponder: ~~1700,00~~ 1550,00 grams. The weight limit will be checked with the cars ready to race but with empty fuel tanks. The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either. If the weight is found to be under the minimum weight, the driver should be disqualified from the heat, sub-final or final.

**Remarks:** To reduce fuel consumption and tyre ware.

**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**

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**9. ELECTION OF SECTION CHAIRMAN.**

Candidate for re-election: Franky Noens 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