



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

Agenda 1:8 IC Track

SATURDAY 5th of November 2011.

The meeting will start at (see General Agenda).

1. CHAIRMAN'S WELCOME Mr Sander de Graaf

Welcome

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB Ger.	ECB Re	ECA Lux.	ECA Re	World USA	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								32	
-------	--	--	--	--	--	--	--	----	--

Other persons present:

3. MINUTES OF 2010 SECTION MEETING

6/7th of November 2010— Brussels, Belgium

Matters arising from the minutes:

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

Seconded by: **Not Seconded**

Passed Unanimously **Passed with** for,

 against and abstentions.

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

See enclosed report that was handed out to the meeting / send out before 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. 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
2012		GP	Great Britain	Y.R.C.M.C.R.C. Halifax Yorkshire
2012		GP	Austria	MAV AIGEN SCHLÄGL Austria
Juli 2012		EC-A	Italy	Bologna
July 2012		EC 40+	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie
September any date possible 2012		GP	Netherlands	AMCA Apeldoorn
2012		EC-B	France	Thionville
2013				
May 2013		EC. B	Great Britain	Y.R.C.M.C.R.C. Halifax Yorkshire
2013		EC. A	Austria	MAV AIGEN SCHLÄGL Austria.
2013 June	2013 July	EC-A	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab

				A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA
July 2013		EC-A	Great Britain	Y.R.C.M.C.R.C. Halifax Yorkshire
August 2013		EC A	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie
August 2013		EC Flat chassis	France	Association Monteux Automobile Club - (AMAC). Monteux
	Juli 2013	EC-A	Italy	Bologna
2013		EC 40+	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie

Final Race calendar 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

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 1 1/8th SCALE IGNITION TRACK CARS

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. One trophée must be awarded by the Organizer.

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. One trophée must be awarded by the Organizer.

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:

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. One trophée must be awarded by the Organizer.

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. One trophée must be awarded by the Organizer.

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~~ entrants.

e) European Championship 1:8 IC Flat Chassis. Open to all drivers with a valid EFRA Licence.

Date to be proposed by 1:8 IC Track section.

Remarks: Same rules as those applied for an EFRA Grand Prix or EC 40+.

Proposed by FVRC

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:

3.14.

Existing Rule: For Le Mans type of starts, 10 numbered boxes will be located on the edge of the track, at an angle of 20-45 degrees to the track, minimum 5 mtr. apart. The boxes must be 70-100 cm long and 30-40 cm wide.

Proposal: **Only a Le Mans type of start will be used.** For Le Mans type of starts, 10 numbered boxes will be located on the edge of the track, at an angle of 20-45 degrees to the track, minimum 5 mtr. apart. The boxes must be 70-100 cm long and 30-40 cm wide.

Remarks: Formula 1 start are often dangerous, especially when a car in the front row stalls.

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 DELETED:

3.15.

Existing Rule: Formula 1 Grid Start.
The grid will be painted on the track.
The invitations should specify that the Formula 1 start will be used.
The grid will be painted on the track, preferable on the straight
Two rows of numbered boxes will be located on the track with approx. 1.5 - 2 m space between each row. On one side number 1, 3, 5 etc on the other side 2, 4, 6 etc. No. 1 stands 2 m in front of No. 2, No. 2 stands 2 m in front of No 3 etc.

Remarks: We suggest for safety reason to use for the 1/8 scale the only Le Mans starting grid reducing in this way accident and liability for the Organizer and EFRA

Proposed by FMM

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 DELETED:

3.15.

Existing Rule: Formula 1 Grid Start.
The grid will be painted on the track.
The invitations should specify that the Formula 1 start will be used.
The grid will be painted on the track, preferable on the straight
Two rows of numbered boxes will be located on the track with approx. 1.5 - 2 m space between each row. On one side number 1, 3, 5 etc on the other side 2, 4, 6 etc. No. 1 stands 2 m in front of No. 2, No. 2 stands 2 m in front of No 3 etc.

Remarks: We suggest for safety reason to use only the Le mans strating grid

Proposed by FMM

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 DELETED:

3.15.

Existing Rule: Formula 1 Grid Start.
The grid will be painted on the track.
The invitations should specify that the Formula 1 start will be used.
The grid will be painted on the track, preferable on the straight
Two rows of numbered boxes will be located on the track with approx. 1.5 - 2 m space between each row. On one side number 1, 3, 5 etc on the other side 2, 4, 6 etc. No. 1 stands 2 m in front of No. 2, No. 2 stands 2 m in front of No 3 etc.

Remarks: Safety reasons, see amendment on 3.14

Proposed by EFRA

Seconded by: **Not Seconded**

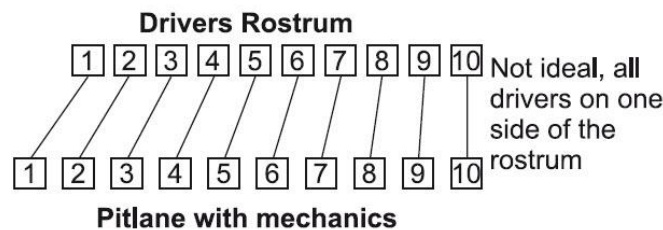
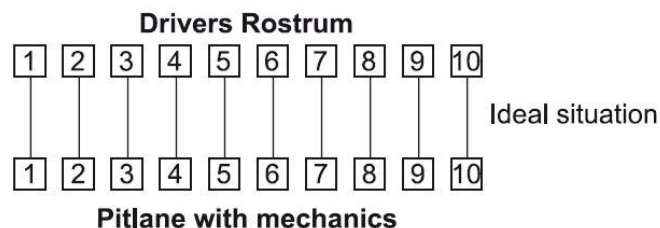
The proposal: **Passed Unanimously** **Passed with for, against and abstentions.**

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

THE RULE SHOULD BE AMENDED TO READ:

4.

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.

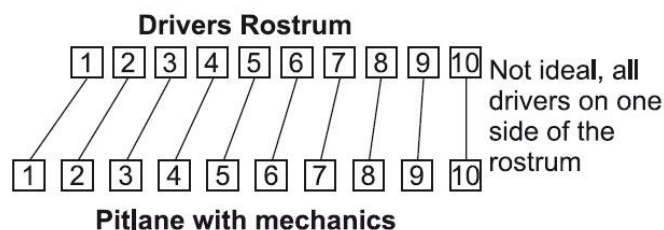
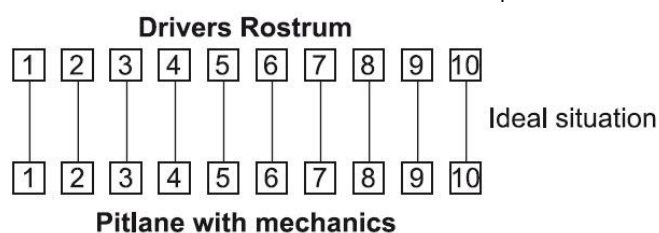
Proposal:

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 held 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 [Start](#) 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.

Remarks: Take out the Formula 1 start

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:

4.3.

Existing Rule: Starting for Sub Finals and Final will be on a "Le Mans" type grid or a Formula 1 grid depending on the track layout, with the faster Qualifier starting in front of the slower. During sub finals and final, a trial lap is driven to avoid frequency problems and to check the transponders. Cars will be released one by one by the starter.

Proposal: Starting for Sub Finals and Final will be on a "Le Mans" type ~~grid or a Formula 1~~ grid depending on the track layout, with the faster Qualifier starting in front of the slower. During sub finals and final, a trial lap is driven to avoid frequency problems and to check the transponders. Cars will be released one by one by the starter.

Remarks: Remove Formula 1 part due to safety reasons

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, with a mandatory pit stop, 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 All Qualifying runs and finals are ran by "time plus next-lap" system. Qualifying heats are ~~7 5~~ minutes duration, ~~with a mandatory pit stop,~~ without refueling (to be valid Januari 1st 2013), 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: To bring back the power, to keep the noise fair and to keep the sport healthy a number of technical changes are needed. The specs for the engines have remain the same for the last 20 years, but now it is time to make some changes. Motor manufacturers must work on fuel economy and not on a 3.5 minute engine. With this rule passed they have 1 year to work on that.

Proposed by EFRA

Seconded by: **Not Seconded**

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

5.1.

Existing Rule: The engine may have a total capacity of not more than 3.50 ccm. A maximum carburettor diameter of 9.00 mm.

Proposal: The engine may have a total capacity of not more than 3.50 ccm. A maximum carburettor diameter of ~~9.00~~ 8.00 mm.

Remarks: To bring back a little bit of the power, to keep the noise fair and to keep the sport healthy a number of technical changes are needed. The specs for the engines have remain the same for the last 20 years, but now it is time to make some changes. Max. 8.00mm is possible for all brands since they all use inserts.

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:

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 means 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

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 means 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)~~
The application of any additives within the tires with additives event perimeter is prohibited. Any violation with tire treatment will means 5 years of strictly forbidden. The penalty for that is immediate disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

Remarks: verification is not defined

Proposed by AMSCI

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:

5.4.

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 means 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

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 means 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)~~ full control

Remarks:

Proposed by AMSCI

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:

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. Testing for treatment can be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

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~~ equipment) During EC's impound of the tyres so tyre-treatment is not possible.

Remarks:

Choose before an EC a producer of tyres who may deliver the tyres for the qualification and finale's. For the practice you may use the tyre you want.

Proposed by NOMAC

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:

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. Testing for treatment can be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

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)~~ allowed.

Remarks:

Based on the events done in the 2011 and based on the inefficiency of the current control system and on a total lack of rules regarding how to detect the tyre additives including the lack of the chemicals compounds list allowed and / or verboten present in the 1/8 scale tyres, it will be better to remove part of the rule avoiding in this way to compromise the credibility of EFRA and his members.

See the proposal of the AGM 2010 done by us

Proposed by FMM

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:

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. Testing for treatment can be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

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 used. For the EU championship (A / B) the tyres will be delivered by EFRA and / or the race organizer. The tyres will be delivered directly by a tyre's producer using a specified rim, diameter and hardness (shore) defined by EFRA and EFRA consultant at the beginning of the tires with additives is prohibited. Any violation with tire treatment year. The tyre's supplier will means 5 years be different at each event and a tender has to be done at the beginning of disqualification from any the year to select the supplier for the entire year. The cost of the tyre's set has to be fixed at the beginning of the year and the price will not change for the entire year. (16 – 18 €). The number of tyre's set available for each single race and driver will be define by EFRA and IFMAR event. Testing EFRA consultant at the beginning of the year. (12-15 set) The driver must use the approved tyres for treatment ea controlled practice, qualification heat, sub-final and final. The driver could use other tyres for the free practice. The car must access the pit line without tyres and into the paddock the tyres will be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment) available for each driver and one bag per each driver will be available to recover the used tyres if needed. The recovery bag will stay in the controlled paddock. The cost of the tyres will be reported by EFRA communication at the beginning of the year and will be added to the race inscription cost.

Remarks: This is a second proposal done by FMM to solve the tyre's additives. In this way it will be possible to remove a big part of the problems without increasing work load for the organizer and EFRA. At this point all the drivers are at the same level (regarding tyre obviously)

Proposed by FMM

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:

5.4.

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 means 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

Proposal:

TYRES:

Maximum width rear: 64.00 mm

Tires must be black, except for writing on the side walls. Tyres/Rims. Tyres must be black, except for writing on the side walls. Foam and/or rubber tires tyres can be used. Treatment of Tyres must past the tires with additives is prohibited. Any violation with tire treatment will means 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment) Mini Ray sniffer test at all times. (See procedure checking tyres)

Remarks:

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:

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 means 5 years of disqualification from any EFRA and IFMAR event. Testing for treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

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. The Treatment of the tires with additives to gain more or less grip is prohibited. If accepted by the General meeting since treatment is allowed in other classes than the products available should be enviromental friendly and not bad for the health in General Any violation with tire treatment will

means 5 years of disqualification from any EFRA and IFMAR event. Testing for enviromental friendly treatment ca be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

Remarks:

Tire treatment is common in electric track classes, however it was not allowed in all the other classes and not a case till some time ago. Unfortunately we have seen now that tire treatment can destroy the integrity of an whole event. Due to the fact that some treatment is difficult to control a few countries have accepted the use. This has caused a lot of suspicion in international events this year between drivers. Doping in sports is also difficult to find, however that does not mean that we must accept it. A lot of drivers are not in favor for it, a lot of countries are not in favor with it. There was no need for it in the past, so there should also be no need for it in the future. Checking for tire treatment is not easy and you need some good equipment at track site to control it. The number of people involved to have a waterproof system is a major problem for an organiser. They already have difficulties to find marshalls for all finals, so finding a team of 4 or more people to set up a good checking system is not easy. And you cannot ask EFRA to do a major part of this work. Of course we want to help, but it must be reasonable.

However if WE ALL WOULD accept the use (like in electric) in that case there should be at least some uniform rules.

These liquids should not contain hazardous liquids or materials that are bad for our health or the enviroment. That must be pretty clear and we also must be able to take samples and check those liquids at an event to make sure they are harmless

At the moment there are official brands available that warn for the risk of cancer and advise the use of gloves.

There are also a lot of liquids available without any notification except that they advice the use of gloves. You may guess what is inside.

As you can understand EFRA cannot except the use of those aids to make your driving more convertable. If we allow it than we must be sure the liquid is not harmful and there should be some very strong penalties in the rules for people that use a harmful product.

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:

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) metres distance and one (1) metre 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 .

Proposal:

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

~~The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.~~
The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre 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.~~
not mandatory.

Remarks:

INS-box will be filled with water and then sucks the engine in water and will be destroyed.

We want to allow drivers' own solutions to the air filter (INS-boxes)

Proposed by SBF

Seconded by: **Not Seconded**

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE DELETED:

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.

Remarks: No one homologated body is respecting this rule

Proposed by FMM

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:

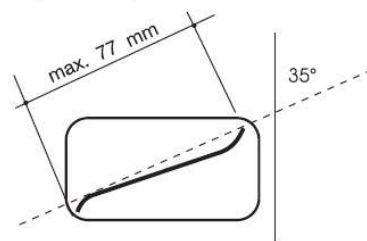
5.18.

Existing Wings and Spoilers

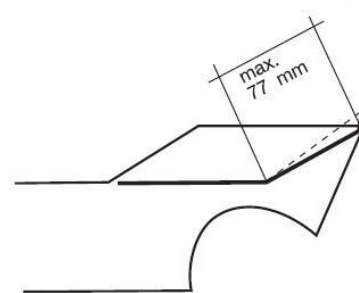
Rule: Whether build into the body or separate, they must have an angle of minimum 35 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm.

Any added aerodynamic aids must have a chord of no more than 77 mm. Maximum height for the body, side and rear wing is 160mm with the chassis raised on 10mm blocs. This maximum height is excluding the Gurney strip, but including it in case of a separate wing. The maximum overhang is 100mm measured from the rear axle center point. The angle is to be measured with a specific tool as follows:

separately mounted:



directly



The angle to be measured over a distance of 77 mm from the highest point of the spoiler or Gurney 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: 160.00 mm (on 10 mm blocs)

Overall, maximum height including a Gurney strip 170 mm.

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 moulded 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:	160.00 mm (on 10 mm blocs)
Overall, maximum height including a Gurney strip	170 mm.
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

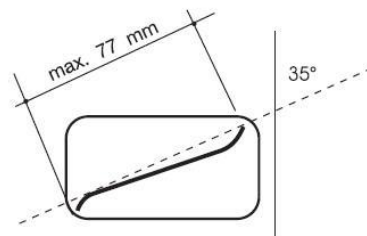
3) Proto type Can Am Cars

max. width:	267.00 mm
max. height:	160.00 mm (on 10 mm blocs)
Overall, maximum height including a Gurney strip	170 mm.
max. chord:	77.00 mm
max distance behind rear axle:	100.00 mm

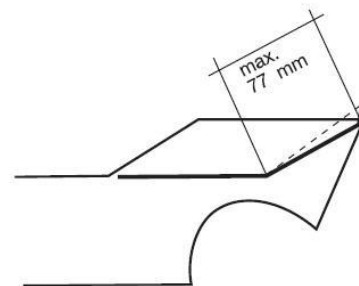
Proposa Wings and Spoilers

I: Whether build into Spoilers Separate wings and spoilers are not allowed. Only a Gurney strip mounted on the rear of the body or separate, they must have an angle of minimum 35° is allowed. The gurney should be not higher as 5mm with a 90 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. Maximum angle, see drawing Maximum height for the body, side and rear wing is 160mm 170mm with the chassis raised on 10mm raised on 20mm blocs. This maximum height is excluding with the Gurney strip, but including it in case of strip is 180mm on a separate wing. The 20mm spacer. The maximum overhang is 100mm measured from the rear axle center point. The angle is to be measured with a specific tool as follows:

separately mounted:



directly



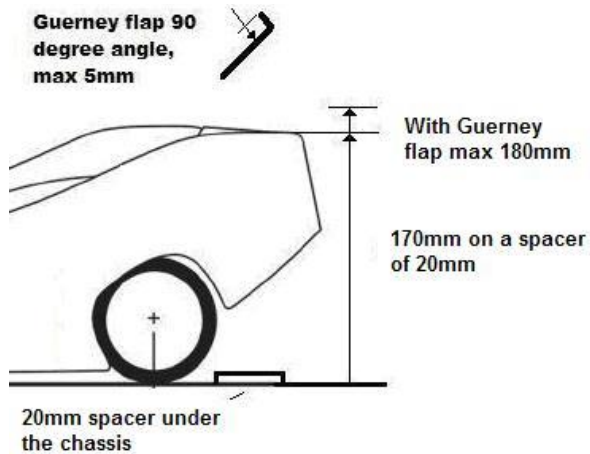
The angle to be measured over a distance of 77 mm from the highest point of the spoiler or Gurney flap to the middle of the body. You need a tool from which you can adjust the height and the angle.

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

Maximum dimensions:

1)





Ma

imum dimensions: 1) Group "C", GT-P cars

max. width:	267.00 mm
max. height:	160.00 cars, GT1/GT2-Cars max. width: 267.00 mm max. height: 170 mm (on 10 20 mm blocs)
Overall, <u>blocs</u> Overall, maximum height including a Gurney strip	170 mm.
max. chord:	77.00 mm
max <u>strip 180 mm.</u> max distance behind rear axle:	100.00 mm

A single plane rear wing/aerodynamic aid need not be homologated. Any axle: 100.00 mm Any front wing or multi plane rear wing must have an EFRA homologation number moulded into the shell. # It may only be used with the shell of of the same number.

2) GT1/GT2-Cars

max. width:	267.00 mm
max. height:	160.00 mm (on 10 mm blocs)
Overall, maximum height including a Gurney strip	170 mm.
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:	160.00 mm (on 10 mm blocs)
Overall, maximum height including a Gurney strip	170 mm.
max. chord:	77.00 mm
max distance behind rear axle:	100.00 mm

number.

Remarks: Easier rule, angle of rear spoiler is in body specs, 20 mm spacer will make the tire diameter not important anymore.

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:

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 means 5 years of disqualification from any EFRA and IFMAR event.

Proposal:

Fuel may only contain methanol (methyl alcohol), alcohol CAS number 67-56-1, lubricating oil, a small content of anti corrosion chemicals and a maximum of 25% nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.91. An EFRA approved 0.91 at 20°C and standard atmospheric pressure. An official density meter must be used to control the specific gravity of the fuel tester, e.g. Nitromax 25 including the temperature recorded during the test. (instrument are available all around the world) A specific table will be available produced to verify fuel's conformity report the density (gr/cc) based on the temperature (from 0 to 50°C) The tolerance on the rules at technical inspection. Any violation with fuel which means any proof of measurement will be +/- 0.5% based on the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event. data reported in density table

Remarks:

The notromax is not an approved density meter and different Nitromax are not able to read the same density. The reliability of the Nitromax is limited.

Proposed by FMM

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:

5.20.

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 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 25% nitro methane in volume. The Under all circumstances the specific gravity of the mixture may not be heavier than 0.94. 0.91 measured at 20.0 degrees. An EFRA approved fuel tester, e.g. Nitromax 25 will be available to verify fuel's conformity to the rules in the pitlane and an EFRA approved electronic density meter will be available at technical inspection. inspection for a final test. 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:

Manufacturers will be notified that they must make a fuel of max 0.91 and not fuel that is containing 25% of nitro methane. We have too much complaints about illegal fuel where the nitro content is OK, but the nitro max test is failed due to the oil mixture.
The current detecting device for the last 10 years has been the nitromax 25 and nitromax16. This device measures the specific gravity of a fuel mixture, based on a fixed formula. However we noticed some problems the last 2 years with a number of fuel brands. Drivers from time to time are punished because the nitromax shows their fuel is illegal. No manufacturer is selling fuel with more nitro in it as specified. Nitro is the most expensive part in a fuel and if the fuel is sold as 25% nitro in volume, believe me, there is not more than 25% of nitro in it. They rather sell 24% that 25%, because that would give more profit.
The specific gravity of methanol and nitro are fixed figures;
Methanol has a specific weight of 0.791
Nitro methane is 1.14
castor oil: 0.96
synthetic oil, usually a polyglycol: 1.01 to 1.06
Now you can also immediately see the problem, the oil is the factor that is not constant. The nitromax was based on castor oil as the main oil additive. By changing the rule to 0.91 manufacturers can adapt their mixture.

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:

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%~~ 16% nitro methane in volume. The specific gravity of the mixture may not be heavier than ~~0.91~~ 0.87. An EFRA approved fuel tester, e.g. Nitromax ~~25~~ 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 mean 5 years of disqualification from any EFRA and IFMAR event. (To be valid from January 1st 2013)

Remarks: To bring back the power, to keep the noise fair and to keep the sport healthy a number of technical changes are needed. The specs for the engines have remain the same for the last 20 years, but now it is time to make some changes. Going back to 16% will help fuel economy and make 5 minutes heats without refueling workable. Little bit less power, but the same for everybody

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:

5.22.

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

Proposal: The minimum weight limit of the ~~cars:~~
2500 cars:
2400 grams for 4 WD cars, 2300 grams for 2 WD cars.
The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder. (personal or with battery)
The 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, subfinal or final.

Remarks: the current models are all underweight,

Proposed by AMSCI

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:

5.22.

Existing Rule: The minimum weight limit of the cars:
2500 grams for 4 WD cars, 2300 grams for 2 WD cars.

The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder. (personal or with battery)
The 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, subfinal or final.

Proposal: The minimum weight limit of the ~~cars:~~
~~2500 cars:~~
2450 grams for 4 WD cars, 2300 grams for 2 WD cars.
The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder. (personal or with battery)
The 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, subfinal or final.

Remarks: Today's cars are different designed and now also used other types of receiver batteries and other types of materials used in cars.
There can be no sense that you have to install between 50-130grams of lead weights on the cars so that they were as required by regulations.

Proposed by SBF

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:

5.22.

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

Proposal: The minimum weight limit of the ~~cars:~~
~~2500 cars:~~
2400 grams for 4 WD cars, 2300 grams for 2 WD cars.
The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder. (personal or with battery)
The 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, subfinal or final.

Remarks: Almost all the cars are 'out of the box' 2400 grams

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

9. ELECTION OF CHAIRMAN

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

Suggestion: R/C Modelcarracing and specially track racing for 1/8th and 1/10th is going thru a bad period and we need to think about the future.
Racing is going down, tracks are disappearing and clubs are suffering to survive.

There are 3 major problems:
It is expensive.
It is very technical and difficult for beginners.
It is pretty noisy

In 1/8th there have been very little technical rule changes over the past 30 years.
The motor is still max 3.5cc with only one restriction and that is a 9mm carburettor.
The cars still have the same dimensions.
The tank is still 125cc
Bodies do not look like a car but are made for performance.

The hunger for power has also increased the noise the last 2 years. Going to 7 minute races and a mandatory pitstop for fuel was not a good idea and now we are facing the results.
The power for the Engine has increased and for a competitive motor you have to pay at least 600 Euro's or more. The combination motor/muffler/manifold/INSbox/transmission/bearings in worst case can give your car a noise level close to or just over 90 dB's. For EFRA it is impossible to control all those items. Drivers are only interested in finding the fastest combination even if they have to buy 5 or 10 different mufflers to find a fast one and try 3 or more different manifolds, from straight to conical or reverse conical. The clutch is no clutch anymore but simply a switch. You must rev it up till over 10.000 RPM and then it comes almost without any slip.
The Geometry of the car is almost 110% and bodies give enough downforce for high cornerspeed.
The result: high cost for engines, tire wear and a lot of noise. To keep it all on the track a new tool was introduced, TIRE TREATMENT on foam tires.

If you look at Formula 1 than you may have noticed that a lot of rules have been changed to avoid cars with more than 1000 HP and aerodynamics which make the car act like a plane. Motor displacement went from 3500cc 12 cilinder to 2400cc 8 cilinder and aerodynamics were limited.

To bring the sport back to a healthy level things need to be changed. We do not need to look to the top 100 drivers in Europe. We need to look at those that want to run at club level, national level and who bring new live into the sport.

Noise needs to go down to the level that is accepted in Europe, 83 dB's at 10 meter .
To achieve that engines need to go down in RPM. New mufflers or an extension on an existing muffler needs to be used. It is possible to bring the noise back to an acceptable level and loose only 0.5-0.8 seconds by means of an extension on an existing muffler.

Engines need more restrictions and the price should be no more than 300-400 Euro's.
The sport need to become healthy again and we must not focus on the drivers that are now racing in the top and try to go faster by using all possible aids. We are looking for the driver with the best driving skills and not those who have unlimited acces to materials and means that help them to drive in front.

To make the sport healty again for 1/8th track we need to consider the following;

Engine specs for the Future
5 ports max, ABC type piston & liner.
No holes in the piston
8 mm carb (already proposed for 2012)
13 mm crankshaft hole
Exhaust 13 mm inlet hole
5 minute run time, no refuelling (proposed to be valid in 2013)
16% of nitro instead of 25% (proposed to be valid in 2013)
Straight manifold.

AND / OR

A NEW motor design, higher displacement, lower RPM due to the bigger cilinder.

Exotic material like a ceramic piston and liner must be forbidden, so as AAC. AAC in the past has proven to be much more noisier as an ABC set. Faster in a lot of cases means more noise in this class

In 2006 we had our first talks about noise during the EC in Sweden. 2007 Was used to work on the mufflers by the manufacturers. Nothing happened during the season and only at the end some progress was made with a few mufflers that were made according the new specs (3000 series). Those specs advised by one of the engine manufacturers
Those new mufflers were required for the 2008 season, but the solution that was accepted by all of you did not work the way you wanted and we received a lot of complaints.
So at the end of 2008 we made the decision to postpone the rule for another 2 years (still using the old 2007 designs now for 2009 and 2010), to give all manufacturers the time to come with a good design.
No measurements were put on paper, no special requirements regarding number of chambers, design or shape.
The only goal to achieve was a muffler that makes 83 dB at 10 meters distance.

Now the 2011 season is almost over and despite several letters last year up till now only one company has been busy in finding a solution. All the major motor manufacturers have only been busy in finding better and faster engines, resulting in motors that now already have a problem in achieving 4 minutes on a 125cc tank and the noise level has risen equally due to the outlet port that has been raised up till maximum.

The noise level has to go down. I hope you all understand that this is serious business and we as EFRA have a duty to make this happen. In fact this should be amended at our constitution in our objectives as point E, that we promote RC car racing with an eye on the environment and that we follow European regulations in regards noise and the use of hazardous materials and liquids.

With a good 1/10th combination of engine/muffler/manifold and INS box you can reach 84-85 dB;s, slightly above what we want to achieve. 1/8th Scale on-road car has to come to that level a.s.a.p. There should be no difference between the noise of a 1/10th or 1/8th track car or a 1/5th on road or 1/8th off-road. Probably most 1/8th scale off-road mufflers are also OK, at least they are far better than the on-road mufflers, where the engine revs much higher.

It will be the drivers responsibility to respect the noise limit. If you choose a combination with a conic manifold because you get more power and noise than you can be penalized for that

There is a new muffler available from RCE and there are extensions available from Mielke that can be used on an existing muffler. So choices enough for clubs and federations to choose from.

The height of the body will be adapted again in 2013 when the new Global specs are on paper later this year and the body again will be made 10mm lower, so also that will help a little bit to bring cornerspeed back.

For 1/10th we need to think about a new muffler design, since there is no room for that extra silencer. A thicker wall and a longer outlet stinger can help. The design from RCE for the 1/8th car can also be used for 1/10th but up till now no serious testing was done since they concentrated on the 1/8 scale muffler.

1/8th scale Off-road still can drive another 2 years with the existing mufflers, a thicker wall will help to keep the level as it is now, but the new RCE design is also possible for off-road.

Tire treatment.

Tire treatment is common in electric track classes, however it was not allowed in all the other classes and not a case till some time ago. Unfortunately we have seen now that tire treatment can destroy the integrity of an whole event. Due to the fact that some treatment is difficult to control a few countries have accepted the use. This has caused a lot of suspicion in international events this year between drivers. Doping in sports is also difficult to find, however that does not mean that we must accept it. A lot of drivers are not in favor for it, a lot of countries are not in favor with it. There was no need for it in the past, so there should also be no need for it in the future.

Checking for tire treatment is not easy and you need some good equipment at track site to control it. The number of people involved to have a waterproof system is a major problem for an organiser. They already have difficulties to find marshalls for all finals, so finding a team of 4 or more people to set up a good checking system is not easy. And you cannot ask EFRA to do a major part of this work. Of course we want to help, but it must be reasonable.

However if WE ALL WOULD accept the use (like in electric) in that case there should be at least some uniform rules.

These liquids should not contain hazardous liquids or materials that are bad for our health or the environment. That must be pretty clear and we also must be able to take samples and check those liquids at an event to make sure they are harmless

At the moment there are official brands available that warn for the risk of cancer and advise the use of gloves.

There are also a lot of liquids available without any notification except that they advise the use of gloves. You may guess what is inside.

As you can understand EFRA cannot except the use of those aids to make your driving more convertible. If we allow it than we must be sure the liquid is not harmful and there should be some very strong penalties in the rules for people that use a harmful product.

Proposed by EFRA

12. Meeting closed.

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