



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

Minutes 1:10 IC Track

SATURDAY 5th of November 2011.

The meeting started at: 14h00

1. CHAIRMAN'S WELCOME

Mr Franky Noens

The 1:10 IC Track Section Chairman opened the meeting at 14h10

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	Meisinger Michael		1		7		3	1
BELGIUM	Meynckens Erik						1	
BULGARIA								
CROATIA	Svetlicic Sandin							
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND	Matti Korvenmaa				5		1	
FRANCE	Bertrand Philippe		10		7		3	
GEORGIA								
GERMANY	Debert Birgitt		5		17		7	3
GREAT BRITAIN	Julie Thurston				9		6	1
GREECE								
HOLLAND	Sander de Graaf				2		1	
HUNGARY			2		1			
IRELAND								
ITALY	Pafundi Alessandro		10		30		7	3
LITHUANIA								
LUXEMBOURG								
MONACO	Comoglio Claudio		7		8			
NORWAY	Georg Ellingsen				6		3	2
POLAND								
PORTUGAL	Cesar Coelho							
ROMANIA								
RUSSIA								
SLOVAK REP.					4			2
SLOVENIA								
SPAIN					4			2
SWEDEN	Sune Wall		1		5		3	
SWITZERLAND	Giacomo Moretti		4		4			
TURKEY								

TOTAL			40		109		39	10
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Other persons present: Frederico Sala from Nova Rossi

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.

Seconded by: Monaco o Not Seconded

All In favor

4. CORRESPONDENCE RECEIVED

Some mails about tyre treatments

5. CHAIRMAN'S REPORT

Report is published on the EFRA website.

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
April 23/28 2012		EC B	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie
August 13/18 2012		EC A	Italy	Cassino
July 9/14 2012		EC 40+	France	Lentilly
June 1/2/3		International Race	Italy	Cassino
2013				
2013 August		EC-A	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA
2013 May		EC-B	Italy	Gubbio
		40+	Monaco	Circuit de la Turbie Route de Cap D'Ail La Turbie

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
2011		EC B	Italy	Gubbio
2011		EC A	Austria	Stoehr-Ring
2011		40+	Monaco	La Turbie

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: **Germany** o Not Seconded

The proposal: **x 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:

2.2.

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 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: **Monaco** o Not Seconded

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

x Rejected with 5 for, 8 against and 1 abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule: General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. With everybody qualifying for Christmas tree sub finals and 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: 6 series of 7 minutes 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: x **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:

2.4.

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 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.**

x **Rejected with 1 for, 11 against and 2 abstentions.** o **Amended**

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule: General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. With everybody qualifying for Christmas tree sub finals and 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 5 and maximum 6 series of 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: Sweden Not Seconded

The proposal: Passed Unanimously Passed with 9 for, 1 against and 3 abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

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

Monday-Wednesday	Free or controlled practice. 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
<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 and rounds 1-3 of qualifying</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. 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

withdrawn

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

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

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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:

Monday-Wednesday	From Monday - Wednesday Free or controlled practice. All cars must past technical inspection before controlled timed practice
Thursday	controlled <u>practice Thursday: 1 controlled timed practice and 2 rounds</u> of qualifying in the afternoon
Friday	Round 3 till 5, lower finals till 1/64
Saturday	1/64. Saturday: 1/32 upwards, 1/8 and 1/4 final;

The 1/2 final, final. The race director should configure the 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 controlled timed practice heat will be of 5 minutes duration. The ranking from controlled timed practice will be use to make the heats for the qualification heats one exception A and 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: Sweden o Not Seconded

The proposal: o Passed Unanimously o Passed with 11 for, 1 against and 2 abstentions.

o Rejected with for, against and abstentions. o Amended

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: x Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

4.1.

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 umbers 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 umbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

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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: Sweden o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

4.2.

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

Proposed by EFRA

Seconded by: Switzerland o Not Seconded

The proposal: o Passed Unanimously x Passed with 12 for, 1 against and 1 abstentions.

o Rejected with for, against and abstentions. o 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 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: Portugal o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

4.5.

- 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 rounds have been completed, the qualification order is established by taking the points result of each driver.

c In case of more than one driver recording identical best points of qualifications, the next best result is 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: x 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:

5.6.

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:

The application of any additives within the event perimeter is 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: x 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:

5.6.

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: used.Tires supplied by the organization with 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: x **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:

5.6.

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).- 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 trueing 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: o **Not Seconded**

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

o **Rejected with 4 for, 5 against and 5 abstentions.** o **Amended**

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. Tires must pass the test with the Mini Rae sniffer in the controlled pit area. When you are checked with a positive result of the sniffer the tires are confiscated and you are allowed to put new tires on your car. The start will not be delayed due to such an event. EFRA will provide information about track preparation what will be mandatory for the 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).-

Remarks: :-)

Proposed by EFRA

Seconded by: Finland o Not Seconded

The proposal: o Passed Unanimously X Passed with 10 for, 1 against and 1 abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

5.8.

Existing Rule:

Muffler EFRA homologated muffler of approved double chamber design, including silencer chamber, must be fitted. 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. EFRA's definition of a noise is always final. Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car. A Homologated INS-BOX is mandatory Any modification on the homologated muffler and INS Box is forbidden.

Remarks:

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.

Withdrawn

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:

5.16.

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 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: x 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:

5.19.

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 nitro methane, methanol (methyl alcohol) lubricating oil, a small content of anti corrosion 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 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

w

Seconded by: Holland not Seconded

The proposal: o Passed Unanimously o Passed with 11 for, 2 against and 1 abstentions.

o Rejected with for, against and abstentions. o Amended

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: 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.

Withdrawn

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:

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: 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 wear.

Proposed by EFRA

Seconded by: Italy o Not Seconded

The proposal: o Passed Unanimously x Passed with 8 for, 3 against and 2 abstentions.

o Rejected with for, against and abstentions. o Amended

9. ELECTION OF SECTION CHAIRMAN.

Franky Noens re elected

10. ANY OTHER BUSINESS

During the section meetings also chapter 8 was discussed.

Appendix 8, point 4.

The first cone may be trimmed by the individual user within a small range (max. 5 mm) to set up the best total system length. The side wall of the exhaust and the exhaust stinger must be a minimum of 1,50 mm thick in all areas.

Not possible to measure and when we use the weight there is no guarantee that that weight is due to the thickness of the wall.

Appendix 8, point 5

The first cone may be trimmed by the individual user within a small range (max. 5 mm) to set up the best total system length. The exhaust stinger should be 20,00 mm of length and a wall thickness of 3 mm

20 mm is TOO long and the stinger will not fit between the bars. The 3mm wall is difficult since some stingers are conical

Appendix 8, point 7

EFRA APPROVED MUFFLER

Updated lists of mufflers which do comply with the noise rules 2008 will be found on the EFRAwebsite.

Exhaust that have been on the homologation list will automatically be removed after 2 years. Re-homologation must take place to be added to the list again. Re-homologation of the same exhaust is with a special fee.

Due to different combinations between motor and mufflers it is difficult to tell which is louder etc.

Appendix 8 point 8

EFRA APPROVED MUFFLER

Updated lists of mufflers which do comply with the noise rules 2008 will be found on the EFRAwebsite.

Every year the exhaust will be ranked by noise, with the lowest exhaust being on top.

Only the top 15 exhaust will remain on the list of homologated mufflers.

No seconder, noise trap will be used by the section chairman the coming season to take out noisy combination.

Appendix 8 point 1

GENERAL

Each motor must be equipped with an exhaust system and an 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.

For 1/8 th IC track races only EFRA homologated 3-chamber mufflers from the 2011 list are allowed on EFRA sanctioned events with or without an extra silencing unit or any new designed muffler with the 3100 number that meets the better specifications. The EFRA homologation number must be engraved on the sidewall of the muffler.

For 1/8th Off Road, only EFRA homologated 3-chamber mufflers from the 2011 list are allowed on EFRA sanctioned events or any new designed muffler with the 3100 number that meets the better specifications. The EFRA homologation number must be engraved on the sidewall of the muffler.

For 1/10th IC track, only EFRA homologated 2-chamber mufflers from the 2011 list are allowed on EFRA sanctioned events or any new designed muffler with the 2800 number that meets the specifications. The EFRA homologation number must be engraved on the sidewall of the muffler.

The sections will use a so called "noise trap" to check noise level on the events. Depending on the track layout the noise trap will be installed and used to take out cars that make too much noise. The final noise limit for an event must be set prior to timed practice.

The old 2011 list will not be valid anymore after 2013. From 2014 only new 3100 mufflers and 2800 mufflers will be allowed for on road racing.

The homologation time will be limited to 2 years and needs to be renewed after that period. The homologation fee and re-homologation fee will be reviewed.

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 18h00