



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

Minutes 1:8 IC Track

SATURDAY 5th of November 2011.

The meeting started at 1900 hours

1. CHAIRMAN'S WELCOME

Mr Sander de Graaf

Everybody was welcomed

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Luxembourg (FLAMRC), Slovenia, Greece (Elme), Bulgaria.

Present:

COUNTRY	PRESENT	SECTION SUBSCR	ECB France.	ECB Re	ECA Portugal.	ECA Re	World	World Re
AUSTRIA	Michael Meisinger		1		3			
BELGIUM	Franky Noens		2		3			
BULGARIA					1			
CROATIA	Svetlicic Sandin		3					
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND	MATTI Korvenmaa							
FRANCE	Philippe Bertrand		25		5			
GEORGIA								
GERMANY	Birgit Debert		20		10			
GREAT BRITAIN	Dave Waters		8		5			
GREECE								
HOLLAND	Roelof Tooms		5		2			
HUNGARY			2					
IRELAND								
ITALY	Sandro Pafundi		12		12			
LITHUANIA								
LUXEMBOURG			7					
MONACO	Comoglio		3		5			
NORWAY	Georg Ellingsen				1			
POLAND	Andrzej Trella		2					
PORTUGAL	Coelho				7			

ROMANIA								
RUSSIA			2		2			
SLOVAK REP.					2			
SLOVENIA								
SPAIN					12			
SWEDEN	Sune Wall		3		3			
SWITZERLAND	Giacomo Moretti		15		3			
TURKEY								
TOTAL		0	0	109	0	73		

Other persons present: NovaRossi/Will Wuijts

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:GB/MON **Not Seconded**

Passed Unanimously.

4. CORRESPONDENCE RECEIVED

Emails regarding tire treatment with solutions.

5. CHAIRMAN'S REPORT

See enclosed report that was 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
2012		EC-A	Portugal	Villa Reaal
2012		EC 40+	France	Lyon, Lentilly
September 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. B	Austria	MAV AIGEN SCHLÄGL Austria.
2013 June	2013 July	EC-A	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab
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
21-26 may		EC-B	France	Thionville
1-5 aug		EC-A	Portugal	Vila Real
9-14 july		EC 40+	France	Lentilly, Lyon
23-24 june		GP	England	Halifax
12-13 may		GP	Austria	Aigen
22-23 sep		GP	Holland	Apeldoorn

Future Race calendar Championships 2013

Year/Date	Alt. Date	Status	Country	Venue
2013		EC-A	England	Halifax
2013		EC-B	Austria	Aigen
2013		40+	Monaco	La Turbie
2013		EC-flat	France	Avignon (Amac)

7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda

8. RULE PROPOSALS

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.

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: SWI

The proposal: Passed with 9 for,0 against and 6 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

3.14.

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: SWI

The proposal: Passed Unanimously

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: AUT

The proposal: Passed Unanimously

THE RULE SHOULD BE DELETED:

3.15.

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Remarks: Safety reasons, see amendment on 3.14

Proposed by EFRA

Seconded by: MON

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

4.

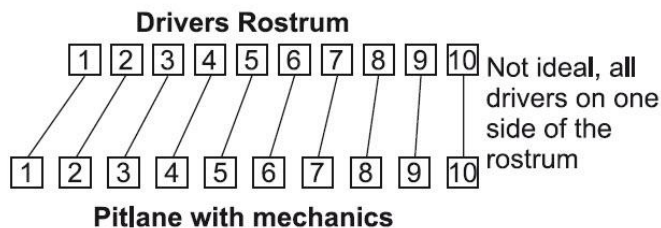
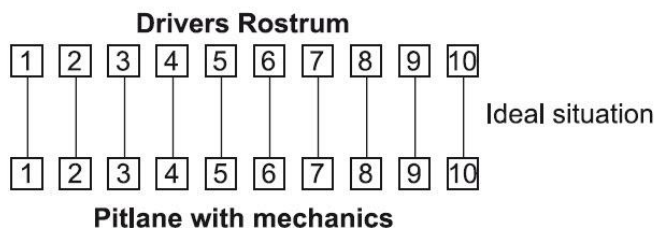
Proposal:

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 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 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

Secoded by: FRA

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

4.3.

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

Secoded by: SWE

The proposal: Passed Unanimously

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 **5 minutes duration, without refuelling (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: BEL

The proposal: Passed with 10 for, 3 against and 2 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.1.

Proposal:

The engine may have a total capacity of not more than 3.50 ccm. A maximum carburettor diameter of **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: FIN

The proposal: Passed with 10 for, 2 against and 3 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.4.

Existing Rule:

TYRES:

Maximum width rear: 64.00 mm

Tires must be black, except for writing on the side walls, Foam and/or rubber tires can be used. Treatment of the tires with additives is prohibited. Any violation with tire treatment will means 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 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 can be done with a Mini-rea Lite from RAE systems (EFRA recommended equipment)

Remarks: verification is not defined

Proposed by AMSCI

Not Seconded

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 Tires supplied by the tires organization 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) full control

Remarks:

Proposed by AMSCI

Not Seconded

THE RULE SHOULD BE AMENDED TO READ:

5.4.

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 manufacturer 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: AUT, amended with a controlled tire

Rejected with 4 for, 8 against and 3 abstentions.

The original proposal:

Rejected with 4 for, 10 against and 0 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.4.

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 tyres 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

WITHDRAWN

THE RULE SHOULD BE AMENDED TO READ:

5.4.

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 ca 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

WITHDRAWN

THE RULE SHOULD BE AMENDED TO READ:

5.4.

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. **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.**

Proposed by EFRA

Seconded by: FIN, amended to the wording here above

The proposal: Passed with 12 for, 0 against and 2 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.4.

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 environmental 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 environmental friendly treatment can 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 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 easy. 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

Withdrawn, EFRA will produce a list with safe products or forbidden products

THE RULE SHOULD BE AMENDED TO READ:

5.7.

Proposal:

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

In case of rain and on instruction of the Race Director drivers can use something else as an INS box.

EFRA's definition of a noise level is always final. In that case the INS box is not mandatory.

Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

Race directors have the right to measure on track side and take out cars that make too much noise .

Remarks: 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: HOL and amended to the wording above

The proposal: Passed with 8 for, 4 against and 3 abstentions.

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: SWE

The proposal: Passed with 8 for, 0 against and 7 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.18.

Proposal:

Wings and Spoilers

Separate wings and spoilers are not allowed. Only a Gurney strip mounted on the rear of the body is allowed. The gurney should be not higher as 5mm with a 90 degrees angle. See drawing. Maximum height for the body, side and rear wing is 170mm with the chassis raised on 20mm blocs. This maximum height with the Gurney strip is 180mm on a 20mm spacer. The maximum overhang is 100mm measured from the rear axle centre point.

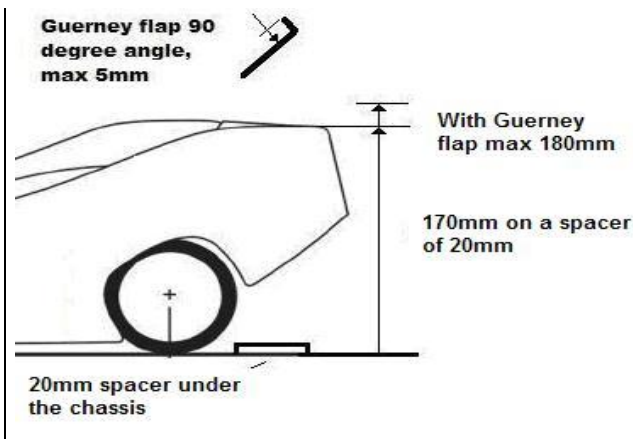
1) Maximum dimensions: 1) Group "C", GT-P, GT1 and GT2 cars

max. width: 267.00 mm

max. height: 170 mm (on 20 mm blocs)

Overall, maximum height including a Gurney strip 180 mm (on 20 mm blocs)

max distance behind rear axle: 100.00 mm



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: BEL

The proposal: Passed with 10 for, 2 against and 3 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.20.

Proposal:

Fuel may only contain methanol (methyl alcohol), CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.91 at 20°C and standard atmospheric pressure. An official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. (instrument are available all around the world) A specific table will be produced to report the density (gr/cc) based on the temperature (from 0 to 50°C) The tolerance on the measurement will be +/- 0,5% based on the data reported in density table

Remarks: The nitromax 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: SWI

The proposal: Passed with 6 for, against and 9 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.20.

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. Under all circumstances the specific gravity of the mixture may not be heavier than 0.91. 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 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: BEL

The proposal: Passed with 9 for, 1 against and 5 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.20.

Proposal:

Fuel may only contain methanol (methyl alcohol), lubricating oil, a small content of anti corrosion chemicals and a maximum of **16% nitro methane in volume. 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 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: SWI

The proposal: Passed with 10 for, 4 against and 0 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.22.

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: SWI

The proposal: Passed with 10 for, 4 against and 0 abstentions.

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:

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

Proposed by NOMAC / SBF WITHDRAWN

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.

9. ELECTION OF CHAIRMAN.

No elections this year.

10. ANY OTHER BUSINESS.

11. ITEMS FOR GENERAL DISCUSSION.

Rc 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

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.

To make the sport healthy 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 diameter

Exhaust 13 mm inlet hole

5 minute run time, no refueling (proposed to be valid in 2013)

16% of nitro instead of 25% (proposed to be valid in 2013)

Straight manifold.

This needs to be discussed in with the motor manufacturers.

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

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.

12. Meeting closed.

The meeting was closed at 21.15 and the Section Chairman thanked all participants for a constructive meeting.