



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels.
Belgium
3rd to 4th of November 2012

Agenda 1:10 IC Track

SATURDAY 3rd OF NOVEMBER 2012.

The meeting will start in the afternoon, see general agenda.

1. CHAIRMAN'S WELCOME

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA								
BELGIUM								
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								

Other persons present:

3. MINUTES OF 2011 SECTION MEETING

5th of November 2011— Brussels, Belgium

Matters arising from the minutes:

The following person was elected to check the minutes of this year:

4. CORRESPONDENCE RECEIVED

Correspondences from the 2012 season.....

5. CHAIRMAN'S REPORT

See separate report, to be handed over at AGM

6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2013/14

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
05-2013		GP	Italy	Melzo
05-05-2013	24-26-05 20-22-09	GP	Switzerland	Lostallo
08-2014		EC	Spain	Autet
08-2014	07-2014	EC-40+	Netherlands	Rucphen
10-13-09-2014		EC-40+	Switzerland	Lostallo

Final Race calendar 2013

Year/Date	Alt. Date	Status	Country	Venue
2013		EC B	Italy	Gubbio
2013		EC-40+	Monaco	La Turbie
2013		EC-A	Austria	Kirchberg

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

7. ALLOCATIONS

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

8. RULE PROPOSALS

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

APPENDIX 7 1/10TH 200 MM SCALE IGNITION TRACK CARS

THE RULE SHOULD BE AMENDED TO READ:

2.4.

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.

a) From 01/01/2013 General qualifying format for EC and GP's minimum 5 and maximum 6 series of 5 minutes heats Refueling 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.

Proposal:

General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. 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.

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Remarks:

To get back to the 5 minutes without refueling is deadly for our sport. we went to 7 minutes because people leaned out their engines to much en therefore caused damage to expensive engines. It is utopic to assume that the same thing will not happen again, this only creates more anger towards efra from drivers and manufacturers. Either leave it like it is on 7 minutes or go to 5 with refueling possible. Again we must have the common sense to withdraw a rule if we see it is not right, and be able to admit a wrong decision. we have lost enough drivers due to unnecessary rules.

**Proposed by Willy Wuyts,
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:

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Existing Rule:

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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.

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Proposal:

General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. With everybody qualifying for Christmas tree sub finals and 1-2 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.

a) 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:

the show is dead. we have seen in many races efra, the best pilots that after 2 heats already try the car for the semi-finals, this means that you lose sight of importance of concentration and spectacular result.
the final- direct result of a week of re

**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:

2.6.

Existing Rule:

General sub-finals and final formats for EC and GP: the sub-finals are 20 minutes up till 1/64 finals. Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the final is 45 minutes.
Sub-finals: The best 3 of each sub-final move up to the next final.
Semi-finals, the best 4 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined. When racing conditions are wet in the 2 semi-finals, the best 5 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc. Sub-final B even is the first final to start on the Saturday

afternoon.

After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Proposal:

General sub-finals and final formats for EC and GP: the sub-finals are 20 minutes up till 1/64 finals. Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the final is 45 minutes.

Sub-finals: The best 3 of each sub-final move up to the next final.

Semi-finals, the best 3 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined. When racing conditions are wet in the 2 semi-finals, the best 4 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc. Sub-final B even is the first final to start on the Saturday afternoon.

After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Remarks:

see remarks 2.4

**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 HAS TYPO ERROR ONLY:

3.16.

Existing Rule:

Race directors must use the staggered starting system (see general rules 9). Race directors involved in EFRA sanctioned events may be invited to a briefing meeting, covering interpretation of the rules and management of international races, so that they feel confident to manage a good race.

Proposal:

3.16 Race directors must use the **flying start** system (see general rules 9). Race directors involved in EFRA sanctioned events may be invited to a briefing **meet- ing**, covering interpretation of the rules and management of international races, so that they feel confident to manage a good race. **(if the other rule change passed we must change this rule too).**

Remarks:

**Proposed by
AECAR**

**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 HAS TYPO ERROR ONLY:

4.1.

Existing Rule:

(See also general race procedures chapter 8). The arrangements of the heats and the numbering is left to the discretion of the organizer. The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

a There must be a 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat.

b An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.

c From 30 seconds till 3 seconds, the cars must be hold at the starting boxes. If a car is not at the starting box at 3 seconds due to unforeseen problems, the car may start from the pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this facility.

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

e For Lemans 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 penalized 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:

c In the **sub-finals** and **finals**, **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 **10** 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 (clarify the rule)** **10 seconds. In the finals and subfinals, 3 seconds is too late. It's better for the safety that when begin the countdown any mechanic can go to the starting grid and this car must star in the pit line.**

Remarks:

Proposed by
AECAR

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 HAS TYPO ERROR ONLY:

4.2.

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

Proposal: Starting procedure of heats. Starting for qualifying heats will be **flying start (see also general races procedures chapter 9)**. **In our opinion, although the staggered start is clear in the rules, in the practice we can see a lot of mistakes (mechanics and drivers) with this system, because in the pit area the people are stressful, they say that don't understand the races officials and so on. With the flying start system, each driver knows when is the best moment for refuelling, each driver prepares her strategy etc**

Remarks:

**Proposed by
AECAR**

**Seconded by: Not
Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

4.4.

Existing Rule:

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

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.
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Proposal:

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- 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: rule does not mention 5 minutes or refueling yes or no

**Proposed by Willy Wuyts,
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:

4.7.

Existing Rule:

Race interruptions.

1. In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organizers (bad weather conditions with safety risks for all persons at the meeting), the referees together with the Race-director will decide whether to cancel or continue the meeting.

2. In the case of an interruption of a heat the entire heat will be re-run.

3. In the case of an interruption of sub-final of a final, the following procedure will be used:

A. If less than 10 minutes of the final have been run, the results will be cancelled and a new start given for the total time of the final. Vehicles may be repaired before the new start.

B. If more than 10 minutes of the final have been run, the results at the moment of the interruption will be kept. The new start will be given for the time which remains to complete the final. The two results will be added to give the final and definitive placing. If the second start cannot be made for any reason, the results from the first part will be used as the final and definitive placing.

C. When the interruption takes place after 75% or more of the race is past, the results as at the time of the interruption becomes the final result. At the moment of the interruption of the race, the drivers will leave their vehicles on the start line under the control of the race director. They may switch off the radio and stop the engine. There will be no repairs carried out. Who does not observe this rule will be immediately disqualified.

Proposal:

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1. In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organizers (bad weather conditions with safety risks for all persons at the meeting), the referees together with the Race-director will decide whether to cancel or continue the meeting.

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Vehicles may not be repaired before the new start.

C. When the interruption takes place after 75% or more of the race is past, the results as at the time of the interruption becomes the final result. At the moment of the interruption

of the race, the drivers will leave their vehicles on the start line under the control of the race director. They may switch off the radio and stop the engine. There will be no repairs carried out. Who does not observe this rule will be immediately disqualified.

Remarks: B it is not clear if the car can or can not be repaired.

**Proposed by Willy Wuyts,
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:

5.5.

Existing Rule:	Overall dimensions.		
		Minimum (mm)	Maximum (mm)
	Wheelbase	230,00	270,00
	Width without body	170,00	200,00
	Width with body	175,00	205,00
	Length incl. body & wing	360,00	460,00
	Height of the top of the roof (measured with a 10 mm spacer under the chassis plate level)	120,00	175,00
	Wing width incl. side dams	200,00	
	125,00		
	Wing		55,00
	Side dams		35,00 x 50,00
	Wing overhang (at rear)		10,00
	Wheel dia. (excl. tire bead)	46,00	50,00
	Wheel width (incl. tire bead) and tire width (across side walls):		
	Front:		31,00
	Rear:		31,00

Proposal: Overall dimensions.
 Minimum (mm) Maximum (mm) Wheelbase 230,00 270,00 Width without body 170,00 200,00 Width with body 175,00 205,00 Length incl. body & wing 360,00 460,00 Height of the top of the roof (measured with a 10 mm spacer under the chassis plate level) 120,00 175,00 Wing width incl. side dams 125,00 200,00 Wing 55,00 Side dams 35,00 x 50,00 Wing overhang (at rear) 10,00 Wheel dia. (excl. tyre bead) 46,00 50,00 Wheel width (incl. tyre bead) and tyre width (across side walls):
 Front: 31,00 Rear: **31,00 The rim must not exceed 50.00mm diameter. An edge to reinforce the rim of 2.00 mm thickness and 3.00 mm height is allowed, flange diameter max. 56.00 mm.**

Remarks: The description incl tire bead seems to be difficult to understand. This has to do with an extra edge to reinforce the rim and make it more stable and stronger in roundness
 The rim must not exceed 50.00mm diameter. An edge to reinforce the rim of 2.00 mm thickness and 3.00 mm height is allowed, flange diameter max. 56.00 mm.

**Proposed by Sander de Graaf,
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:

5.6.

Existing Rule:

Tires/Rims. 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. Wheels must be fixed by a screw or nut. The screw or 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:

5.6 Tires/Rims. a) Definition of tyres Maximum width: 31.00 mm Tyres must be black, except for writing on the side walls, foam and/or rubber tyres can be used. Tyres may only be prepared using mechanical means (truing, milling, cutting). The use of chemical and/or other substances (except for the purposes of adhering tyres to rims) to treat tyres is expressly prohibited and shall result in immediate exclusion from the event. b) Rims The rim must not exceed 50.00mm + 0.00 mm tolerance in diameter and 31.00mm + 0.00mm tolerance in width. Any fixing bolts or other equipment installed in the wheel rims may not extend beyond the exterior of the wheel rim. Wheels must be fixed by a screw or nut. The screw or 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 is allowed (just manpower). c) Tyre control At all EFRA-sanctioned events, tyres shall be tested in a separate testing area prior to the timed practice rounds used to decide the grouping for the qualifying heats, again before the qualifying rounds, and again before the (sub-)finals. This control can also be implemented as a random test. EFRA or the event organiser shall hang out a written bulletin describing the control methods/testing procedure, including the name of the individual performing the control and an arbitrator, prior to the start of the first free practice round. Drivers participating in a particular round/(sub-)final have at least 10 minutes before the start of the relevant round/(sub-)final (the decisive factor here is the official schedule) to present themselves in the control zone. Should a driver fail to present himself in time, he forfeits any entitlement to a control before the start of the preparation time/round/(sub-)final. The start of a round/(sub-)final shall not be delayed as a result of controls. All tyres taken into the pit lane by drivers/mechanics for the relevant round/(sub-)final, including the tyres mounted on the car, shall be tested. Without the approval of the control staff, participation in the relevant round/(sub-)final is not permitted. In the event that not less than two tyres belonging to one driver are deemed to be in contravention of the rules, the driver shall immediately be excluded from the current event and reported to EFRA for a further decision on penalty. Tyres identified as being in contravention of the rules (at least two) shall be confiscated, and packaged up and sealed for possible further testing. The participant has the right to request that the confiscated tyres be tested in a laboratory to be nominated by EFRA and also has the right to be in attendance for this follow-up control. If the breach is upheld, the driver shall bear the laboratory costs; otherwise, these shall be borne by EFRA. Any protest submitted against the decision of the control staff shall not lead to a delay and shall not affect the driver's exclusion from the event. The laboratory result shall be used exclusively for the purpose of providing evidence in the case being handled by EFRA (sports tribunal). The driver shall have no entitlements in respect of the race exclusion, even if the laboratory subsequently confirms that the tyres in question conformed to the rules. In principle, drivers can choose to have their tyres tested unofficially by technical inspection. d) Track preparation EFRA will provide information about track preparation what will be mandatory for the event.

Remarks:

Statement on the motion submitted to EFRA regarding the ban on tyre treatment

Support for a strict ban on the use of any form of tyre treatment is gathering momentum among all drivers of I.C. track 1/10 and 1/8-scale. Furthermore, over the 2012 season there has been a significant decline in the number of drivers at international events, and in some cases extremely low attendance figures, as a result of EFRA's leniency in respect of the use of tyre treatment. In fact, it might even be said that EFRA's lax, inconsistent handling of the matter in these classes has made international competitions hardly worth organizing due to a lack of participants. It has been a long time since there

were less than 75 drivers at a 1/8-scale European championship. The amount of effort now involved in "tyre management" - and not only at the more major events - has now taken on such disproportionate dimensions that it is the preserve of a handful of highly professional teams with the necessary means. "Normal" drivers are increasingly being put at a disadvantage, so they stay away from races. Not only that, but team drivers for various manufacturers are now also complaining that tyre management is taking up far too much of their time, not to mention the extra costs of acquiring special equipment for treating the tyres, as well as the adhesive agents themselves, which are very costly, too.

In order to put a stop to rapidly dwindling participation figures, the Deutsche Minicar Club (DMC) feels that a corresponding provision prohibiting the use of all forms of tyre treatment, which also expressly states that drivers who use tyre treatment despite the ban will be disqualified, should be implemented as a matter of urgency. EFRA's position in this respect has been inconsistent. Its President Dallas Matthiesen declared in two letters that in his opinion the current rules did not allow the use of tyre treatment, while Section Chairman Sander de Graaf published instructions on how to bypass the testing methods used by EFRA.

In the view of DMC, a tough rule that can be implemented strictly is the only way to put a stop to the use of tyre treatment, which is getting increasingly out of hand. The race directors and people responsible for carrying out the technical inspection must be given an effective tool for implementing tough penalties if the rules are breached, which has the added effect of deterring other drivers.

Similar to, say, doping tests for athletes, the testing method to be used will be a learning curve and subject to ongoing updates and improvement. EFRA, RC car manufacturers and the manufacturers of testing and measuring equipment should work together closely to ensure the equipment is constantly enhanced and to allow them to respond rapidly to changing demands and the latest advancements. As the agents used to treat RC car tyres are largely the same as those used illegally in motor racing (where softening agents are also banned in most racing categories), EFRA is urgently recommended to take advantage of the knowledge gained there.

Proposed by Heiner Martin,

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:

5.6.

Existing Rule: 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).

Proposal: 5.6. Tires must be black, **except** for writing on the side **walls, foam** and/or rubber **tires** can be used. Wheels must be fixed by a screw or nut. The screw **or** 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**). **Tire treatment is strictly prohibited. Tires treatment means, that the tires are treating with chemicals or others in every way and manner. The driver who uses tires treatment is disqualified from the race immediatly without any result. It is no objection/protest against the descision possible. The driver is suspend for EFRA and IFMAR events for five years, if the lab result is positiv. In that case the driver has to refund the costs for a lab result. At the EC's in 2013: Tires must pass the test with the MiniRae sniffer in controlled pit area, where the mechanics are waiting for the next heat**

at the timed practice or qualifying, subfinal, halffinal or final with the car ready to run and the spare tires have also to be checked. No test is allowed out of this area, i.e. in the paddock or tires separate from the car. The adjust of the MiniRae has to show with a print out at the first teammanager meeting and the teammanager are entitled to make a decision to get an actually print out during the event. The teammanager are also entitled to make a decision to get another preparing of the track until the final start. In 2013 EFRA has to organize a public tender procedure for the tires. The manufacturers have to make an offer for the price of one set of tires „ready to run“ on the basis of 130 competitors. The tires are trued ready to run with the same shore and diameter for the timed practice, qualifying heat, sub-/halffinals or final. It is possible to offer two different shores and to offer different diameter for the final. The offer of any manufacturer has to be presented at the section meeting at the AGM 2013 and so on. The section meeting select one offer. The manufacturers must change every year and be different for 1/8 scale ic track and 1/10 200mm scale ic track. The manufacturer who gets the extra charge has to pay a deposit to EFRA about 1% of the order. If the manufacturer can't deliver the order completely or to late the deposit will be the sanction fee. For the EC's in 2014: The tires for the timed practice, qualifying, the subfinals, the half-final and the final will be hand out in the controlled pit area in return for the „tires-ticket“. Only at the free practice the drivers can use tires by their own. The driver for the EC's in 2014 has to buy a „tires-ticket“ about 10 (ten) pairs of tires together with the entry fee. He gets his personnel „tires-ticket“ at the registration. From free practice and during the event he has also the possibility to buy another „tires-ticket“, registrated for his own, for the same price. The mechanic bring always the car without tires into the controlled pit area, there he receives the tires. After race the driver or mechanic decides to use the tires again. In this case the tires will collect at the technical inspection in a bag, marked with the drivers registration number. The mechanic can pick up the used tires of his driver for the next qualifying heat or subfinal/final only in the controlled pit area. After the race he has to give the bag together with the car back to technical inspection. The car leaves always the technical inspection without tires.

Remarks:

Remarks:

a) The rule 2012 was not really clear for everybody, that tires treatment was not allowed and also the risk to get a disqualification wasn't there. If EFRA says not really clear that tires treatment at this section is prohibited, we loose drivers again.

b) Most of the drivers wouldn't use tire treatment and can't accept the this. these drivers quit the EFRA sanctioned races in 2012. They wouldn't pay a lot of entry fee and other costs in the knowing, that only the driver who has the „right“ treatment is in front and not the one who has a good rc car and a good run. Without using tire treatment there is in the qualifying not the equal chance for everybody. That is and can't be not a really sportive competition.

The results of 2012
1/10 200mm scale ic track
allocations 2011/driver in 2012 (driver in 2011)

EC B Monaco (Rucphen) 50/30 ()
EC A Cassino (Ettlingen) 109/102 (120)
EC 40+ Lyon (Wiesbaden) 10(22)
No EFRA-GP in 2012

c) The procedure that shall be working from 2013 is necessary, because sometimes the tires were checked out of the controlled area and without mounted at the car. So the sanction to loose time to get a new pair can't work. The team managers must have the right to be informed about the adjustment of the MiniRae to begin and during the race.

d) The procedure that shall be working from 2014 for the hand out of tires was tested in 2011 at the EC B in Hildesheim and at the EC A in Ettlingen.

There is an advantage for everybody:

- the organizer has not so much waste of tires trueing
- the manufacturer has the knowing about his sales
- the driver knows, that the tires are clean and for everybody the same
- the driver has no work with tires trueing and more space in his luggage
- the driver has a fixed price of the tires

Proposed by
DMC

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:

5.6.

Existing Rule: 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).

Proposal: Tyres/Rims. Control Tyres Tyres Suppliers a. All tyre suppliers will be approached to see if they wish to be considered to supply a controlled tyres for the events specified. b. Once the number of interested suppliers is known who wish to participate, then a rota will be set to outline which supplier will supply which event. c. Tyres will be supplied to all competitors at an economical/ competitive price. d. Tyres supplied with the agreed shore ratings. e. Tyres will be supplied trued the agreed diameters. Process f. Tyres must be black, except for writing on the side walls, foam tyres will be used. g. Control tyres will only be used in teh qualifying heats and finals. h. Tyres may only be collected and fitted to the cars in a holding area, once fitted the cars cannot be removed from this area until the start of the heat/final. i. On completion of the heat the car eill be taken to technical inspection, at this time the tyres will be removed from the cars and placed in an individual storage area for each driver. Tyres an only be removed by the technical inspectors. j. Following technical inspection the cars will be returned to the drivers with no tyres fitted. k. It will be assumed that the start of the next heat/final that the driver will be issued with a new set of tyres unless they request to use tyres from their last heat/final. At the end of the meeting the tyres can be collected by each individual driver. Payment for Tyres used l. Each driver will mke a deposit of 150 Euro in cash at meeting registration. At the end of the meeting any unused deposits will be returnable. It will be the responsibility of the host club to collect the tyre deposits and refund or collect any balances m. Note:-drivers can only use their own tyres in wet conditions Penalties n. Not using control tyres. Heats - loss of that qualifying time. Final - relegation to last position in the meeting o. Using tyres additive, expulsion from the meeting 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: To introduce a control tires for EFRA 1/10th Track Euro Championship A & B Events by replacing the first paragraph

To ban use of tire additives and make it a fair playing field for all competitors

Proposed by
BRCA

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:

5.6.

Existing Rule:

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).

Proposal:

Tyres/Rims. Tyres must be black, except for writing on the side walls. Foam and/or rubber tyres can be used. **A controlled foam tire will be available for all drivers in the controlled pit-area for timed practice, qualifying and (subfinals. Tires will be available in one diameter and one hardness for front and rear. Drivers come without tires to the controlled pitarea and can put tires on their car which are stocked in 2 boxes (1 box with rear and one box with front tires). After the race cars go to technical inspection and these tires are removed and stocked for each driver till after the race. There will be a limited number of spare tires available in a seperate box (used tires) in case a tire get damaged during the race. For the main final 2 sets are available for each driver. A fixed amount of tires will be available for each driver for a fixed amount of money that will be collected at registration. For practice additional tires can be sold separately or you can run your own tires. Track preparation is 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:

This rule has cost a lot of questions. YES or NO tire treatment. For me and Franky (was 1/10th section chairman in 2011) it was simple: In the old rule it was stated treatment of the tire with additives is prohibited.

In the new rule which you see here above that sentence is removed, so it is not difficult to understand that a form of treatment with the new rule is allowed, as long as the MiniRae tells us it is not volatile.

We have 3 possibilities.

1. Continue like this, limited tire treatment, but with better ruling and penalties
2. Make it completely free with the risk that products will become available which are really dangerous.

3. Run with a controlled tire, simple and easy with not to many difficult rules

This year we have seen that tire treatment als consumes a lot of time. Time you cannot spend on your car. Not to mention additional adds like heating them, or put them in a micro-wave. Do not expect that organizers will have their electricity ready for that. These adds consume more than what you ever need on an electric event.

**Proposed by Sander de Graaf,
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 IS NEW:

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. 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).

Proposal: new rule 5.6A

The procedure to choose a controlled tire.
Manufacturers will be invited to submit an offer
For each EC 2 x 1/8th and 2 x 1/10th) a different manufacturer will be chosen.
Final decision to be made by the Section chairman's (both IC track sections) together with the organizer (3 votes, simple majority is valid) 4-5 weeks before the event.
The tire chosen cannot be used the next year on the same event (simply to allow each manufacturer a chance)
With 4 EC's every year in 1/10th and 1/8th 4 manufacturers can be used
If the controlled tire is known months in advance this will cost income for the other period.
This time to have the tire known must be short, but too short means no time to produce prices of a set of tires
hardness and diameter
type of rim
etc etc etc

Remarks:

**Proposed by Sander de Graaf, EFRA
Sander**

**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:

5.21.

Existing Rule: The minimum weight without fuel and including a transponder: 1700,00 grams, from 01/01/2013: 1550 grams. The weight limit will be checked with the cars ready to race but with empty fuel tanks. The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either. If the weight is found to be under the minimum weight, the driver should be disqualified from the heat, sub-final or final.

Proposal: The minimum weight without fuel and including a transponder: 1700,00 grams, from 01/01/2013: **1650** 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: The decision made last year to go to 1550 was a wrong decision and has cost a lot of discussions with some manufacturers. A minimum weight of 1650 is a fair weight limit and is in agreement with the majority of manufacturers. Also IFMAR has adopted the 1650 rule, based on the average weight of 3 standard cars. Since we do want to be on the same pace with rules another reason to go to 1650 grams. Since all cars are around 1650 grams with a lipo or slightly less there is no need to wait another year.

**Proposed by Sander de Graaf,
EFRA**

**Seconded by: Not
Seconded**

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

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

9. ELECTION OF SECTION CHAIRMAN.

Alain Levy (A)

Josef Dragani (DMC)

Alessandro Pafundi (I)

10. ANY OTHER BUSINESS,

11. ITEMS FOR GENERAL DISCUSSION.