



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

Minutes 8th and 10th scale meeting IC Track

SATURDAY 3rd OF NOVEMBER 2012.

The meeting started at 1330.

1. CHAIRMAN'S WELCOME

Mr. Sander de Graaf

The delegates were welcomed by the section chairman Sander de Graaf. Due to the leaf of Franky noens the various task for 2012 were done by Willy and myself.

2. APOLOGIES FOR ABSENCE

COUNTRY	PRESENT	SECTION SUBSCR	ECB Austria	ECB Re	ECA GB	ECA Re	World Japan	World Re
AUSTRIA	Michael Selner							
BELGIUM	Erik Meijnkens							
CROATIA	Sanjin Svetkicic							
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND	Matti Korvenmaa							
FRANCE	Philippe Bertrand							
GEORGIA								
GERMANY	Josef Dragani							
GREAT BRITAIN	Dave Waters							
GREECE								
HOLLAND	Roelof Tooms							
HUNGARY								
IRELAND								
ITALY	Alessandro Pafundi							
LITHUANIA								
LUXEMBOURG								
MONACO	Claudio Comoglio							
NORWAY	Georg Elingsen							
POLAND								
PORTUGAL	Cesar Luis							
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN	Javier Garcia							
SWEDEN	Sune Wall							
SWITZERLAND	Giacomo Moretti							
TOTAL	15							

Other persons present:
(NovaRossi).

Dallas, Michael Salven (Serpent), Federico Sala

Allocations were made according to the following list;

COUNTRY	PRESENT	SECTION SUBSCR	ECB Aigen	ECA Halifax	World Japan	World Re
AUSTRIA			16	3	1	
BELGIUM			4	2	1	
BULGARIA			2	1	1	
CROATIA			3			
Cyprus						
CZECH REP.						
DENMARK						
ESTONIA						
FINLAND			1			
FRANCE			10	7	3	
GEORGIA						
GERMANY			19	10	8	
GREAT BRITAIN				19	2	
GREECE						
HOLLAND			4	3	1	
HUNGARY						
IRELAND						
ITALY			12	15	12	
LITHUANIA						
LUXEMBOURG						
MONACO			3	1		
NORWAY						
POLAND			6			
PORTUGAL						
ROMANIA						
RUSSIA						
SLOVAK REP.				1	2	
SLOVENIA						
SPAIN				4	1	
SWEDEN			1	3	3	
SWITZERLAND			20	3	3	
TURKEY						
TOTAL			101	72	38	0

1/10th class allocations:

COUNTRY	PRESENT	SECTION SUBSCR	ECB Gubbio	ECA Kirchberg		
AUSTRIA			3	12		
BELGIUM			2	2		
BULGARIA						
CROATIA						

Cyprus						
CZECH REP.				6		
DENMARK						
ESTONIA				1		
FINLAND				4		
FRANCE			7	7		
GEORGIA						
GERMANY			13	19		
GREAT BRITAIN			6	6		
GREECE						
HOLLAND						
HUNGARY						
IRELAND						
ITALY			25	15		
LITHUANIA						
LUXEMBOURG						
MONACO			5	1		
NORWAY				5		
POLAND				2		
PORTUGAL						
ROMANIA						
RUSSIA						
SLOVAK REP.				4		
SLOVENIA				3		
SPAIN				6		
SWEDEN			1	2		
SWITZERLAND			5	3		
TURKEY						
TOTAL			67	98	0	0

3. MINUTES OF 2011 SECTION MEETING

November 2011— Brussels, Belgium

Matters arising from the minutes: Main issue after the meeting was the weight for 1/10th. Lots of discussions from the manufacturers.

Final outcome from the rule regarding tire treatment was not clear for everybody after they got home. Because of the big controversy here minutes were not accepted because of that point. It has no use to discuss this again with the proposals on the Agenda again

The following person was elected to check the minutes of this year: Mr. Josef Dragani

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2012 season. Mainly letters and emails regarding tire treatment and weight for 1/10th cars

5. CHAIRMAN'S REPORT

See separate report that was send out earlier this week. The report was discussed shortly. People were asked to come with comments if they feel they miss something.

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

The section has received the following applications to host coming EFRA events in. 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
3-5-05-2013	24-26-05 20-22-09	GP 1/8-1/10	Switzerland	Lostallo
04-2013	05-2013	GP	France	Monteux
06-2013	05-2013	GP	Netherlands	Groningen
06-2013		GP	Italy	Bologna
08-2014	08-2015	EC Flat chassis	Italy	AMSCI?
08-2014		EC-A	Austria	Kirchberg
07-2014		EC-A	Italy	Bologna
08-2014	07-2014	EC-40+ 1/8 1/0	Netherlands	Rucphen
10-13-09 2014		EC-40+ 1/8 1/0	Switzerland	Lostallo
08-2014	07-2014	EC	Spain	Madrid
2017		WC	Spain	Autet

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
22-27 juli		EC-A 8 th scale	Great Britain	Halifax
16-21 sep		EC-40+	Monaco	La Turbie
20-25 may		EC-B 8 th scale	Austria	Aigen/Schlägl
8-13 july		EC flat chassis	France	Avignon
12-17 aug		EC-A 10 th class	Austria	Kirchberg
3-8 june		EC-B 10 th class	Italy	Gubbio
7-8 sep		GP 8 th and 10th	Italy	Bologna
4-5 may		GP 8 th and 10th	Switzerland	Lostallo
27-28 april		GP 8 th and flat chassis	France	Monteux

Future Race calendar Championships for 2014

Year/Date	Alt. Date	Status	Country	Venue
2014		EC-A 8 th class	Austria	Kirchberg
2014		EC-B 8 th class	Italy	Bologna
2014		EC40+	Holland	Rucphen
2014		EC-A 10 th class	Spain	Almussafes, Valencia
2014		EC-B 10 th class	Spain	Madrid
2014		EC flat chassis	Italy	Gubbio

ALLOCATIONS

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

8. RULE PROPOSALS

Due to the fact that various rules within 1/8th and 1/10th are the same all rules were discussed after each other and those rules that were the same were voted once. Rule 2.4 / 2.6 / 4.4 / 4.7 / 5.4 and 5.6, the last 2 considering tires and treatment were voted in once for both sections.

APPENDIX 1 1/8th SCALE IGNITION TRACK CARS

THE RULE HAS TYPO ERROR ONLY:

2.1.

Existing Rule:

European Championships are held in following classes:

a) The European Championship Sportscars/GT-P/Group-C will be held on the 4th weekend of July. In the year there is an IFMAR World Championship outside the EFRA bloc than dates between EC and WC must separated with at least 4 free weekends between the finals.

In the years there is an IFMAR WC in the EFRA bloc there will be no EC-A (see schedule IFMAR, next WC 1:8 IC track will be 2009 and 2017)

It will be open to EFRA "A" and "B" licensed drivers. EFRA "A" licensed drivers should have preference.

One special EFRA medal will be awarded to the fastest driver under 17 year. So everybody of 16 years during the race dates, or younger can compete for this medal. One trophée must be awarded by the Organizer.

b) The B-European Championship will be held on the last weekend of May and will be open to:

EFRA "B" licensed drivers 1:8 scale IC track.

EFRA "B" licensed drivers 1:10 / 200 mm IC track (If accepted from 2007 on)

Not allowed to drive are furthermore: Top 10 from previous years EC 200 mm Electric, IC track 200 mm, Large scale, Off-Road 1:8 scale, Electric Off Road and EC-B.

Participation in this event will not effect the ranking list. The winner of this championship will be EFRA "A" licensed immediately after this race. At this event the same body as the EC-A will be used.

One special EFRA medal will be awarded to the fastest driver under 17 year. So everybody of 16 years during the race dates, or younger can compete for this medal. One trophée must be awarded by the Organizer.

c) The EFRA ranking list is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the Sportscars/ GT-P/Group-C EC from July. The total result of this list will decide upon A and B license 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.

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.

The allocated dates of the A-drivers EC and that of the B-drivers Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting.

The format of EFRA GP's could be the same as for EC's but may be shortened up depending on the number of entrants.

Proposal:

European Championships are held in following classes:

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EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

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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.

Remarks:

Proposed by FMM

WITHDRAWN

THE RULE IS NEW:

2.1.

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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.

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The format of EFRA GP's could be the same as for EC's but may be shortened up depending on the number of entrants.

Proposal:

European Championships A

a) The European Championship Sportscars/GT-P/Group-C will be held on the 4 race. The race will be based on 4 GP's that have been done in different and validated track during the year.

b) When there is an IFMAR World Championship the dates between Gp's and WC must be separated with at least 4 free weekends between the finals.

c) It will be open to EFRA "A" and "B" licensed drivers. EFRA "A" licensed drivers should have preference.

The maximum number of drivers is limited to 104. Excluding the license A, the drivers inscribed after the 104 th drivers will be removed from the list.

c) The event will start Thursday at 8,00 and will close at 6.00 the Saturday. The track will be open from the Wednesday, Monday and Tuesday the track will be close.

1) Qualification will be 4 minutes

2) Sub-final will be 20 minutes

3) Final will be 45 minutes

d) 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.

e) The valid races for the EC A will be 3 on 4. The worse race will be excluded.

f) Each driver will gain points based on the final results of each race, the driver with the highest score, after the 4 races, will win the European Championship A title. The second will be the second highest score and so on.

g) A Car and Engine manufacturer champion will be given at the end of the EU Championship.

h) The Car and Engine title will be calculated in the following way.

1) Only the first 20 drivers will be considered

2) Only the Associated Member companies will be considered for the award of the title.

3) The calculation will be based on the sum of the point that each manufacturer has gained with the drivers that are included in the first 20 positions of each race.

4) The European Car manufacturer Champion will be gained by the highest manufacturer score

5) The same calculation will be done for the engine manufacturer.

A separate table with the awarded score will be produced if the proposal will be accepted.

i) The B-European Championship will be held on the last weekend of July 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)

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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.

Remarks:

The scope of the new formula is to improve the involvement of local drivers, where the GP's will be organized, using the reputation of the main European drivers.

In that way we will be able to optimize the organization cost and these "stars" will be "accessible" to many drivers.

At the moment the GP's are dead and for this reason it is necessary to react.

The involvement of the manufacturers will improve the quality of the race and the value of the title and in the same time that will be a good contribution for the EFRA finance.

Below the time table

Thursday

08.00 - 09.30 Registration / Technical Inspection

09.30 1stFree Practice

11.00 2ndFree Practice

12.30 – 13.30 Lunch-Break

13.30 1st TimedPractice

15.00 2ndTimed Practice

16.30 3rdTimed Practice

18.15 Team Manager Meeting (Reseeding)

Friday

09.30 1st series of heats

11.00 2nd series of heats

12.30 – 13.30 Lunch-Break

13.30 3rd series of heats

15.00 4th series of heats

17.00 1/128 Final B + A 20 min.

Saturday

09.00 1/64 FinalB + A 20 min.

10.00 1/32FinalB + A 20 min.

11.00 1/16 FinalB + A 20 min.

12.00 1/8 FinalB + A 20 min.

13.00 – 14.00 Lunch-Break

14.00 1/4 FinalB + A 20 min.

15.00 1/2 FinalB + A 20 min.

16.30 Main Final 45 min.

Proposed by SRCCA and FMM

Seconded by: CH

**Rejected with 3 for, 11 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.

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.

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: CH

o Rejected with 4 for, 8 against and 3 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

2.4.

- Existing Rule:** General Qualifying format for EC's 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 for the final. Depending on time available at Saturday all finals higher than 1/64th will be shorter than 20 minutes (for instance 10 minutes). See also 2.6
- Proposal:** General Qualifying format for EC's and GP's: Minimum 4 and Maximum 6 series of **5** minutes heats depending on the number of drivers.
If there are 60 drivers or less, 6 rounds.
If there are >60-
- Remarks:** Back to the 5 minutes for heat as agreed last year

Proposed by Sander de Graaf, EFRA

Seconded by: GB

The proposal: Passed with 7 for, 2 against and 4 Abstentions.

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

WITHDRAWN

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, (to be valid January 1st 2013: 5 minutes duration, without refuelling) lower finals and semi-finals 20 minutes and final 45 minutes.
- 2 When the time is over, an audible signal is given. A car finishes when it passes the finish line after the finish-signal is given. The car must immediately return to the pits and may not hinder other cars still racing.
- 3 In case of doubt (on the finish-line when time is over), a car may race one more lap and finish. Whether he finishes or not when time was completed, is up to the Time-keepers and cannot be disputed.
- 4 After returning to the pits, the engine must be stopped immediately and the transmitter turned off and impounded.

Proposal:

- 1 All Qualifying runs and finals are ran by "time plus next-lap" system. Qualifying heats are 5 minutes duration, with a mandatory (YES or NO) pit stop. (to be valid January 1st 2014: 5 minutes duration, without refueling) 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:

Last year we agreed 5 minutes racing without refueling. In 2013 we run 16% of nitro, that will help. However if we do not alter the rules for the bodies (make them lower, less downforce) and perhaps tire width we still will be running full throttle in almost every corner. Fuel consumption will only go down if we get less downforce and people need to control their throttle stick.

If we follow IFMAR (They also want to have less downforce) the first opportunity will be 2014, due to the WC next year in Japan and the development time needed for the bodies. So to avoid problems with engines to lean it might be a better idea to postpone this mandatory pit stop one year

Proposed by Sander de Graaf, EFRA

Seconded by: GB

The proposal: Passed Unanimously with amendment

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 or a final the following procedure will be used:
 - A. If less than 10 minutes of a final has 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 to the vehicle or changing of tyres. Any driver who does not observe this rule will be immediately disqualified.

Proposal: 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 or a final the following procedure will be used:
A. If less than 10 minutes of a final has 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.
Vehicles may not be repaired before the new start.
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 to the vehicle or changing of tyres. Any driver who does not observe this rule will be immediately disqualified.

Remarks: B: it is not specified that cars can be repaired or not after the 10 minute mark

Proposed by Willy Wuyts, EFRA

Seconded by: E

The proposal: Passed with 12 for, 2 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.1.

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

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

Remarks: This restriction has been now in place one year, and on high speed tracks it causes engine problems. The benefit of less fuel consumption is very minor, and it does more harm than good. We must be humble enough to see when something is not working, and reverse that.

Proposed by Willy Wuyts, EFRA

Seconded by: D

The proposal: Passed with 10 for, 4 against and 1 abstention valid 2013

THE RULE IS NEW:

5.1.

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

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

Remarks: The reduction of the venturi was creating too many problems. OS was not ready with the 8 mm venturi in the 2012.
The decision to introduce the 8 mm was illegal because that is a technical modification and for that 1 (one) year is required.

Proposed by FMM

Withdrawn

THE RULE IS NEW:

5.1.

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

Proposal: The engine may have a total capacity of not more than 4.50 ccm. A maximum carburetor diameter of 8,00 mm.

Remarks: The tyres + the body + the performance of the car are creating a new bottleneck, the engine. The reduction of the venturi, the reduction of the number of ports the nitro reduction are just reducing the performance increasing the bottleneck. The drivers want to go faster and faster and increasing the capacity of the engine we will break less engine and less stress will done on the engine itself and the secondary effect will be the cost reduction.

If the proposal will pass the fuel tank as to be raise to at least 150 cc and qualifying at 4 minutes.

Proposed by FMM

Withdrawn

THE RULE SHOULD BE DELETED:

5.1.

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

Remarks: To Delete if the proposal of the 4,5 cc will be accepted

Proposed by FMM

Withdrawn

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. 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.

Proposal: TYRES:
Maximum **5.4 Tyres a) Definition of tyres Maximum** width rear: 64.00 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) 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. c) 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,

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. 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.

Proposal: TYRES:
Maximum 5.4 Control Tyres Tyre Suppliers All tyre suppliers will be approached to see they wish to be considered to supply a controlled tyres for the events specified. Once the number of interested suppliers is known who wish to participate, then a rota will be set to outline which supplier will supply the event. Tyres will be supplied to all competitors at an economical /competitive price. Tyres supplied with the following shore rating, rears 35 and front 32 Tyres will be supplied trued to the following diameters, rear 76mm and front 69 Process Maximum width rear tyres 64.00mm Tyres must be black, except for writing on the side walls, foam and/or rubbers tyres will be used Control tyres will only be used in the qualifying heats and finals 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 On completion of the heat the cars will 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 can only be removed by the technical inspectors. Following technical inspection the cars will be returned to the drivers with no tyres fitted It will be assumed that at the start of the next heat/final that the driver will be issued with a new set of tyres unless the 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 Each driver will make a deposit of 150 Euro in cash at meeting registration. At the end of the meeting any used deposits will be returned. It will be the responsibility of the host club to collect tyre deposits and refund of collect any balances. Note:- Drivers can only use their own tyres in wet conditions Penalties Not using control tyres. Heats - loss of the qualifying time. Final, relegation to last position in the meeting. Using tyre additives, expulsion from the meeting

Remarks: Control Tyres for EFRA 1/8th Track - Euros A & B Events
To introduce a control tyre
To ban the use of additives and to make a fair playing field to all competitors.

Proposed by BRCA

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. 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.

Proposal: TYRES:
Maximum width rear: 64.00 mm
Tires 5.4. Tires must be black, expect for writing on the side walls, foam and/or rubber tires can be used. 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 immediately without any result. It is no objection/protest against the decision possible. The driver is suspended for EFRA and IFMAR events for five years, if the lab result is positive. 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 i.e. MiniRae sniffer in controlled pit area, where the mechanics are waiting for the next heat at the timed practice or qualifying, subfinal, half final 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 actual 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“, registered 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 registrationnumber. 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

allocations 2011/driver in 2012 (driver in 2011)

EC B Thionville (Hildesheim) 98/77 (105)

EC A Vila Real (Luxemburg) 92/76 (117)

EC 40+ Lyon (Wiesbaden) 36(54)

GP in May Aigen-Schlägl (EC B in 2013) 26 drivers

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

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. 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.
- 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. **A controlled foam tire will be available for for all drivers** in the controlled pit **area for Timed practice, Qualifying and (sub)finals. Tires will be available in one diameter and one hardness for front and rear. Drivers come without tires to the controlled pit area 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 there 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 number of tires will be available for each driver for a fixed amount of money that will be collected at registration. For the practice additional tires can be sold separately or you run your own tires. Track preparation by the organizer is mandatory for the event.**
- 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

THE RULE IS NEW:

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. 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.
- Proposal:** new rule 5.4A

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)
- Remarks:** 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 rum
etc etc etc

Proposed by Sander de Graaf, EFRA

All proposals for 5.4 were withdrawn or didn't find a seconder (Heiner's proposal) and a simple discussion has been started to ask the floor: Do we want tire treatment YES or NO. When the floor should decide to race without tire treatment the only possibility to continue would be with a controlled tire, because we cannot guarantee 100% that we can discover tire treatment. Germany seconded this proposal and the voting was 12 in favour for NO treatment and 3 YES to treatment. So with a majority in favour to run clean tires the next subject was to find a simple ruling for a controlled tire. To keep it very simple for the first year the following was agreed:

Controlled tire for qualifying, sub/finals and timed practice which are used for seeding

1 brand, 1 diameter, 1 shore for front and 1 shore for rear For 1/8th 32 front and 35 rear, for 1/10th 40 shore rear and 37 front

Tires must be used as they are supplied (no work on the rims) and will be given out and fitted in the controlled area. You take new tires every new heat.

69=front 76=rear for 1/8th.

For 1/10th 64 = rear, 62=front

Information about the tire brand and shore must be available 8 weeks before the event

4 brands for 4 ec's in a rotation system

EFRA sends out the tender for the manufacturer

Drivers pay a deposit for the controlled tire for qualifying and the final to the organizer. Tires can be purchased on site for practice from Monday on.

For free practice the drivers car run whatever they like. Starting from controlled practice they have to use the handout tyres.

This proposal was seconded by GB and the voting was: 12 in favor and 3 against

So for 2013 we run a controlled tire and after the 2013 season we will evaluate the rule.

THE RULE SHOULD BE AMENDED TO READ:

5.5.

Existing Rule:

RIMS

The rim must not exceed 54.00mm + 1.00 mm tolerance diameter. An edge to reinforce the rim on the inside (carside) of 2.00 mm thickness and 3.00 mm height is allowed, flange diameter max. 60.00 mm. Any fixing bolts or other equipment installed in the wheel rims may not extend beyond the exterior of the wheel rim.

Proposal:

RIMS

The rim must not exceed **54.00mm**. An edge to reinforce the rim of 2.00 mm thickness and 3.00 mm height is allowed, flange diameter max. 60.00 mm. Any fixing bolts or other equipment installed in the wheel rims may not extend beyond the exterior of the wheel rim.

Remarks:

54.00mm + a 1mm tolerance makes it max 55mm. Everybody will be on 55 if we accept this. No tolerance is easier to understand and although the rim is a plastic part and subject to a small difference due to the process of making it, the manufacturer must keep the rim under 54.00mm

Proposed by Sander de Graaf, EFRA

Seconded by: SF

The proposal: Passed with 13 for, .1 against and 1. abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.17.

Existing Rule:

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.

Maximum dimensions:

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

max. width: 267.00 mm

max. height: 170.00 mm (on 20 mm blocs)

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

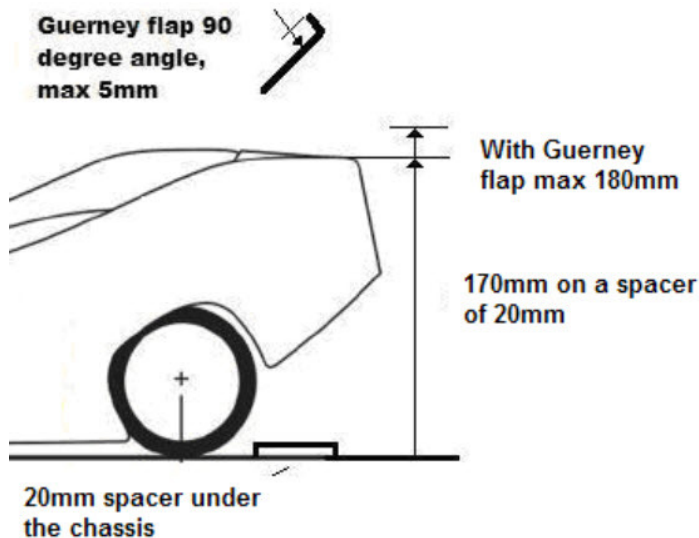
max distance behind rear axle: 100.00 mm

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.

Maximum dimensions: 1) Group "C", GT-P, GT1 and GT2 cars max. width: 267.00 mm max. height: 170.00 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, 110 mm for 2wd & flat chassis cars



Remarks:

The new rule concerning the offset of 100mm behind the rear axle and the farrest point of the body raise questions for the use of bodies with 2WD cars.

The current bodies are developed by manufacturers for 4WD cars. The down force is not suitable for 2WD cars. The drivers needs to move the body backwards and therefore the body end is over the measurement of 100mm.

Proposed by FFVRC

Seconded by: CH

The proposal: Passed with 13 for, 0 against and 2

abstentions.

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.

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

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.

Accepted with the same voting as in rule 2.4 for 1/8th.

Proposed by Willy Wuyts, EFRA

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 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.

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

Rejected with the same voting as in 1/8th scale rule 2.4

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 they 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

Withdrawn like in 1/8th due to the other proposal rule 2.4 rejected

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 meeting, 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

Withdrawn because of rejection of 4.2

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 held at the starting boxes. If a car is not at the starting box at 3 seconds due to unforeseen problems, the car may start from the 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: GB

The proposal: Passed with 11 for, 3 abstentions.

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: SF

Rejected with 4 for, 7 against and 1 abstentions.

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.
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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

Accepted with the same wording ad vote as in 1/8th scale.

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:

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.

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

Accepted with the same wording ad vote as in 1/8th scale.

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: CH

The proposal: Passed with 13 for, and 2 abstentions.

All proposals for 5.6 were withdrawn or didn't find a seconder (Heiner's proposal) and a simple discussion has been started to ask the floor: Do we want tire treatment YES or NO. When the floor should decide to race without tire treatment the only possibility to continue would be with a controlled tire, because we cannot guarantee 100% that we can discover tire treatment. Germany seconded this proposal and the voting was 12 in favour for NO treatment and 3 YES to treatment. So with a majority in favour to run clean tires the next subject was to find a simple ruling for a controlled tire. To keep it very simple for the first year the following was agreed:

Controlled tire for qualifying, sub/finals and timed practice which are used for seeding

1 brand, 1 diameter, 1 shore for front and 1 shore for rear For 1/8th 32 front and 35 rear, for 1/10th 40 shore rear and 37 front

Tires must be used as they are supplied (no work on the rims) and will be given out and fitted in the controlled area. You take new tires every new heat.

69=front 76=rear for 1/8th.

For 1/10th 64 = rear, 62=front

Information about the tire brand and shore must be available 8 weeks before the event

4 brands for 4 ec's in a rotation system

EFRA sends out the tender for the manufacturer

Drivers pay a deposit for the controlled tire for qualifying and the final to the organizer. Tires can be purchased on site for practice from Monday on.

For free practice the drivers car run whatever they like. Starting from controlled practice they have to use the handout tyres.

This proposal was seconded by GB and the voting was: 12 in favor and 3 against

So for 2013 we run a controlled tire and after the 2013 season we will evaluate the rule.

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: GB

The proposal: Passed with 9 for, 1 against and 2 abstentions.

9. ELECTION OF Vice - SECTION CHAIRMAN.

Alain Levy

Josef Dragani

Alessandro Pafundi

After 2 rounds of voting the new section chairman for 1/10th scale is Josef Dragani.

He will also be the vice section chairman for 1/8th scale IC Track

10. ANY OTHER BUSINESS,

Sweden, want to see recipe's for track treatment on the web side.

France: how about GP ad tires. Treatment is not allowed so a Controlled tire needs to be considered for these races if possible.

11. ITEMS FOR GENERAL DISCUSSION.